SR 36 Transportation Concept Report

Segment Fact Sheets

Segment Fact Sheet Pages

The segment information sheets that follow provide detailed information for each segment on SR 36. Definitions for vocabulary on the segment information Sheets are found in **Appendix N**-Glossary.

> Segment Map (page 1)

► Provides a visual reference for the segment including beginning and ending Post Miles and other significant location features.

Segment Fact Sheet (page 2)

- System Designations
- Facility Concept and Future Design Concept
- Current Highway Information
- Existing and Future Traffic performance data
 - Average Daily Traffic (ADT) and Peak Hour traffic volume ranges.
 - Level of Service (LOS).
 - Collision rates.
 - Actual Collision Rates on Segment and Statewide Average for Highway type.

General Information Sheet (page 3)

- Segment Description
- Segment Issues
- Segment Management

Projects (page 4)

- Projects to improve operations are separated into three categories:
 - "Completed" year the project was completed.
 - "In progress" projects under development. Year shown is when construction is expected to begin.
 - "Potential Future 20 year" potential projects within 20 years.

Implementation of Improvements

"Future Improvements" are identified based on capacity and operational analysis along with a public outreach program that included workshops and meetings with local and regional agencies and the general public. Future improvements may include features appropriate for all uses of the transportation system including: motorists, cyclists, and pedestrians. Implementation of many of the identified improvements will require funding and delivery partnerships between Caltrans and its local and regional partners.



General Information

Segment #: 01HUM36 Length Miles: 11.5 County: Humboldt Route: 36

Location: US 101 to Redwood House Road (East of Carlotta) PM Limits: 0.0

System Designations

Functional Classification: Minor Arterial

Other Classifications:

California Legal Advisory (From PM 1.65), Blue

Star Memorial Highway

Facility Concept

Present: 2C Twenty-Year: 2C 2C Long Range:

Future Design Concept

11.5

to

50-70 mph Design Speed: 20 ft. Clear Recovery:

Lane Width: **Typical Section:** 12 ft. Shoulder Width: 4 ft.

Concept LOS: Refer to District 1 RCR

Allowed **Bicycle Status:**

Current Highway Information

Number of Lanes: 2 1 - 6 % Percent RVs:

Level/Rolling Mostly 11-12 ft. Terrain: Lane Width:

Average Treated Percent Trucks:

5 - 20% 0-4 ft. (PMs 0.0-2.76); 2-8 ft. (PMs Shoulder: 2.81-5.084); 0-4 ft. (PMs 5.084-







Tra	ffic Volume F	Ranges and LO	os		Collisio	n Rates	
Year	Peak Hour	Average Daily Traffic	LOS	Actual Coll on Se	ision Rates gment		e Average way Type
2010	250 - 670	1900 - 4700	В	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	310 - 850	1950 - 6000	В	0.65	1.67	0.63	1.36
2030	400 - 1200	2000 - 7200	В		MVM (Accidents possible 5)		,
Caltrans District	2, Office System I	Planning and Traffic (Census	from 01/01/2004	to 12/31/2008		

SR 36 Transportation Concept Report (TCR)

US 101 to Redwood House Road (East of Carlotta) (HUM PM 0.00-11.5)

Segment Description

This segment runs from the junction US 10I to Redwood House Road near the community of Carlotta in Humboldt County.

County	Route	Post Mile
Humboldt	36	0.0-11.5

The segment passes through the communities of Alton, Hydesville Riverside Park and Carlotta. There is a public airport (Rohnerville Airport) in Fortuna.

Travel on this section of the route is a combination of local, regional and recreational trips between the coast and central valley. This section is essential to the connectivity of nearby communities to US 101 and serves as a critical link for communities to access essential services and goods.

Traffic volumes are around 4000 ADT near Junction 101 increasing to 4700 near the east limits of Hydesville then down to 1900 on the east end near Carlotta. Truck volumes in this segment show an Average Daily Truck Traffic (ADTT) from 160-730.

This segment passes through undeveloped land and rural residential areas within the communities. There is some general commercial use, aggregate production, and agricultural use (including plant nurseries, grain farming, and growing produce).

SR 36 in this segment is a 2- lane conventional highway with mostly 11- to 12-foot lanes, 0- to 8-foot treated shoulders.

Portions of this segment fall within the Tribal Ancestral Land(s) boundaries identified by the Wiyot Tribe, and the Bear River Band of the Rohnerville Rancheria.

Segment Issues

Key issues include:

- Several areas have narrow shoulders: 0-3 ft. (PMs 0.0-1.57), 2-ft. (PMs 4.3-4.6) and mostly 0-2 ft. (PMs 5.75-11.47).
- Curved alignment with curve warning signs.
- There are two at-grade railroad crossings in Alton (PMs 0.17 and 0.23). These railroad tracks are currently non-operational.
- Members of the public have indicated that they would like to see deer crossing signs near Dinsmoore.
- Maximum posted speed is 55 in this segment. Posted speeds are lower in and near the communities of Hydesville and Carlotta.
- King pin to rear axle advisory for trucks recommending no tractorsemi trucks over 30 feet in length from PM 1.65 to PM 40.45 in segment 3 west of Bridgeville.
- There is a passing lane for westbound traffic from PM 4.1 to PM 4.3.

Segment Management

This segment's challenges relate to curved alignment, narrow shoulders and passing through small communities.

There are no existing ITS elements on SR 36 in this segment; however, there are two Closed Circuit Televisions on US 101 near the SR 36 Alton Interchange (HUM 101 PM 55.96 at Metropolitan Road for northbound traffic and HUM 101 PM 59.0 at Drake Hill Road for southbound traffic) which are used to warn drivers about road conditions on SR 36.

Long-term considerations for this segment include:

A possible Changeable Message Sign (CMS) east of Alton near PM 0.82 for westbound traffic to inform them of road issues on US 101.

SR 36 Transportation Concept Report (TCR) Segment 1

US 101 to Redwood House Road (East of Carlotta) (HUM 0.00 - 11.5)

Segment Projects/Potential Improvements

sor	
Spon	
Cost	
Program	
Year	
Location	
Type	
Name	

Completed Projects

Replace AC Surfacing	Maintenance	PM 0.3-13.4	2005	Maintenance	\$ 945,000	Caltrans
Rubberized chip seal near Alton.	ton.					
Alton Interchange	Operational Improvement PM R 0.0-0.5		2011 STIP		\$15,000,000	\$15,000,000 Caltrans, HCAOG
Constructed "Spread Diamor	Constructed "Spread Diamond" Interchange near Alton on Route 101 at the intersection of US 101 and SR 36 between the communities of Fortuna, Rio Dell	e 101 at the intersection	n of US 10	1 and SR 36 between t	he communities o	f Fortuna, Rio Dell
and Hydesville. Extended the	and Hydesville. Extended the median barrier on US 101 between Drake Hill Road to just north of the Van Duzen Bridge. Extended local roads on the west	en Drake Hill Road to ju	st north of	the Van Duzen Bridge.	Extended local r	oads on the west
side of US 101 and eliminated several road approache	d several road approaches.					

In-Progress

Carlotta Shoulder Widening	Operational Improvement	PM 5.9 - 7.6	2012	SHOPP	\$5,000,000	Caltrans
In Humboldt County at Carlotta from Wilson Lane to left turn-pocket at Wilder Lane for easthound traffic	In Humboldt County at Carlotta from Wilson Lane to 0.5 mile wee	st of C	Road, wide	ummings Creek Road, widen shoulders to 5 ft. within the communit		y of Carlotta. Install

Caltrans

\$13,300,000

SHOPP

2013

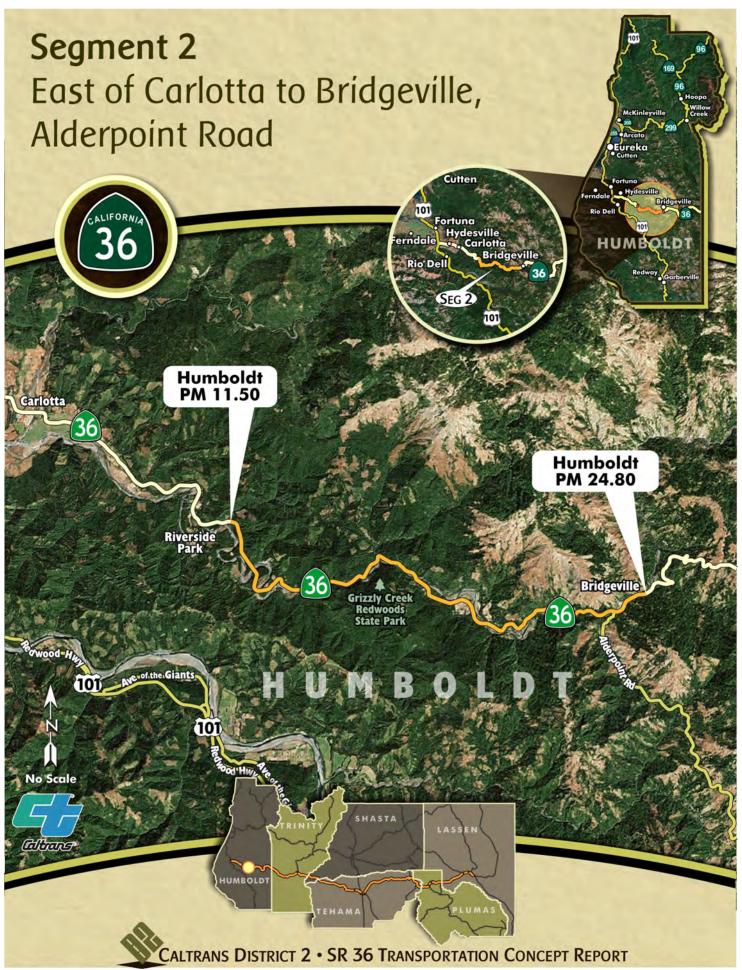
This Capital Preventative Maintenance project extends into segment 2, cost reflects entire project.

Pavement Rehabilitation

Hum 36 CAPM

Potential Future 20-Year

No capacity projects or significant operational projects are identified.



General Information

Segment #: 02HUM36 Length Miles: 13.3 County: Humboldt Route: 36

Location: Redwood House Road (East of Carlotta) to

PM Limits: 11.5 to 24.8 Bridgeville, Alderpoint Road

System Designations

Functional Classification: Minor Arterial

Other Classifications:

California Legal Advisory, and Blue Star

Memorial Highway

Facility Concept

2C Present: Twenty-Year: 2C 2C Long Range:

Future Design Concept

50-60 mph Design Speed: 20 ft. Clear Recovery:

Typical Section: Lane Width: 12 ft. Shoulder Width: 4 ft.

Concept LOS: Refer to District 1 RCR

Allowed **Bicycle Status:**

Current Highway Information

2 Number of Lanes: 1 % Percent RVs:

Lane Width: Rolling Mostly 11-12 ft. Terrain:

Average Treated Percent Trucks: 9 %

0-4 ft. (many locations with 0-1 ft.) Shoulder:







Tra	ffic Volume F	Ranges and LO	os		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS	Actual Coll on Se	ision Rates gment		e Average way Type
2010	310 - 360	1200 - 1400	В	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	370 - 420	1300 - 1450	В	0.91	2.15	0.67	1.46
2030	450 - 550	1400 - 1500	В		MVM (Accidents possible of the second of the		,
Caltrans District	2, Office System I	Planning and Traffic (Census	01/01/2004 throเ	ugh 12/31/2008		

SR 36 Transportation Concept Report (TCR)
Redwood House Road (East of Carlotta) to Bridgeville

(HUM PM 11.5-24.8)

Segment Description

This segment runs from just east of Carlotta to the community of Bridgeville in Humboldt County.

County	Route	Post Mile
Humboldt	36	11.5-24.8

Travel on this section of the route is a combination of local, regional, and recreational trips between the coast and central valley. This section is essential to the community of Bridgeville for connections to US 101 and serves as a critical link for communities to access essential services and goods.

Traffic volumes range from 1200 near Alder Point Road to1400 near west limits of Bridgeville and taper down on the eastern end. Truck volumes in this segment show an ADTT range from 35-160.

This segment passes through mostly forested land, some with old growth redwood trees.

SR 36 in this segment is a 2- lane conventional highway with mostly 11- to 12-ft. lanes, and 0- to 4-foot treated shoulders.

Portions of this segment fall within the Tribal Ancestral Land(s) boundaries identified by the Wiyot Tribe, and the Bear River Band of the Rohnerville Rancheria.

Segment Issues

Key issues include:

- In the first seven miles of this segment, SR 36 passes through groves of old growth redwood trees, and the Grizzly Creek Redwoods State Park. Within this area there are several places with narrow shoulders (0-2 ft).
- Curved alignments with narrow shoulders and many 25 & 30 mph warnings. There are redwood trees near the roadway.
- A vehicle turn-out pocket is at PM 17.0 for eastbound traffic.
- Few pullout opportunities to get around slow moving vehicles.
- King pin to rear axle advisory for trucks recommending no tractorsemi trucks over 30 feet in length for this entire segment. See Table _ Truck Restrictions.
- Motorcycle enthusiasts frequently use SR 36 for recreational riding and have expressed interest in ridability and preserving the character of the road.

Segment Management

This segment's challenges relate to curved alignments, heavily forested land and narrow shoulders.

Long-term considerations for this segment include widening shoulders, curve improvements and continued pavement preservation.

Consider adding pull-outs that may be used when staging for emergencies, for disabled vehicles, or for turning around maintenance equipment.

SR 36 Transportation Concept Report (TCR)
Segment 2
Redwood House Road (East of Carlotta) to Bridgeville (HUM 11.5 - 24.80)

Segment Projects/Potential Improvements

Sponsor	
Cost	
Program	
Year	
Location	
Type	
Name	

Completed Projects

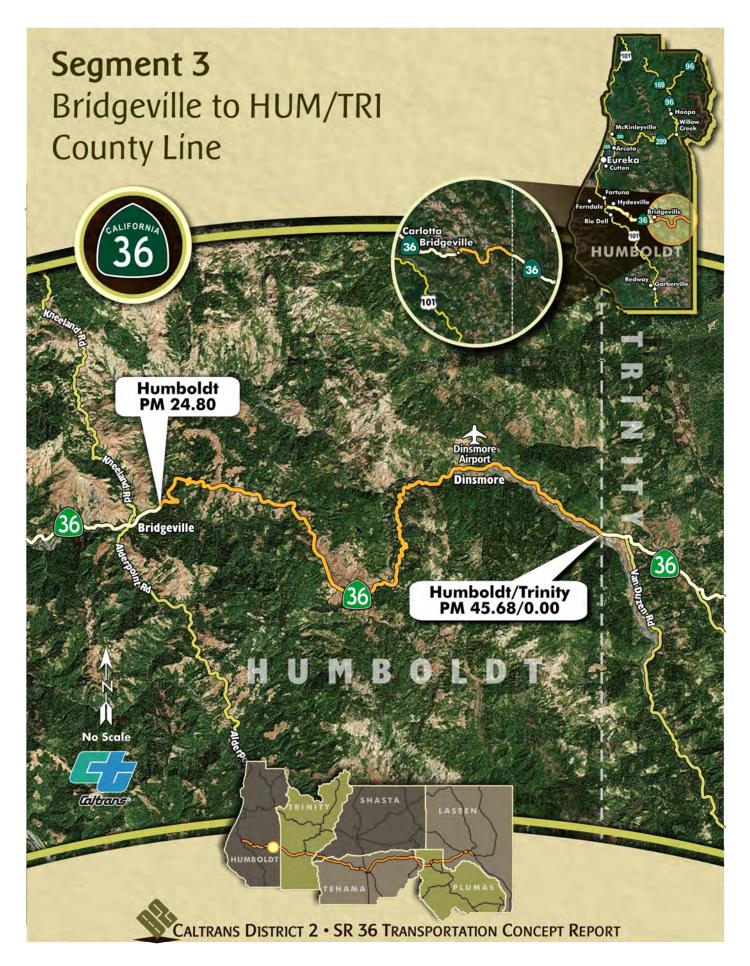
Reconstruct Roadway	Major Damage (Emergency Opening)	PM 21.3-21.8	2000	ЗНОРР	\$1,775,000	Caltrans
Reconstruct Roadway						
Storm Damage Repair	Major Damage (Emergency Opening)	15.7-22.6	2003	ЗНОРР	\$1360,000	Caltrans
Repair slip out/concrete crib v	Repair slip out/concrete crib wall and repair roadway. Cost reflects two combined projects within the post mile range.	cts two combined proje	cts within t	he post mile range.		
Storm Damage Repair	Major Damage (Emergency Opening)	19.24-24.8	2006	ЗНОРР	\$800,000	Caltrans
Repair Roadway Slip-out. Pr	Repair Roadway Slip-out. Project extends into segment 3, cost reflects entire project.	reflects entire project.				
Swains Flat Slide	Major Damage (Permanent Restoration)	PM 20.8-21.0	2010	SHOPP	\$615,000	Caltrans
Improve Vertical Curve (confirm)	rm)					
Humboldt Slips	Storm Damage Repair	PM 23.3-24.82	2011	SHOPP	\$1, 510,000	Caltrans
Repair storm damage at various locations near Bridge	us locations near Bridgeville. Proj	eville. Project extends into seament 3, cost reflects entire project	ent 3. cost r	eflects entire project.		

In-Progress

Humboldt 36 CAPM	Pavement Rehabilitation	11.5-13.5	2013	SHOPP	\$13,300,000 Caltrans	Caltrans
Capital Preventative Mai	Capital Preventative Maintenance. Project extends into segme	ito segment 1, cost reflects entire project.	project.			
Hum 36 Culverts	Drainage System Restoration	PM 23.3-24.80	2013	SHOPP	\$ 460,000	Caltrans
Reconstruct Drainage. F	Reconstruct Drainage. Project extends into segment 3, cost re	cost reflects entire project.				

Potential Future 20-Year

No capacity projects or significant operational projects are identified.



General Information

County: Humboldt Route: 36 Segment #: 03HUM36 Length Miles: 20.9

Location: Bridgeville to HUM/TRI County Line

PM Limits: 24.8 45.68/TRI-0.00

System Designations

Functional Classification: Minor Arterial

Other Classifications:

California Legal Advisory, and Blue Star

Memorial Highway

Facility Concept

Present: 2C Twenty-Year: 2C

2C Long Range:

Future Design Concept 25-60 mph Design Speed:

20 ft. Clear Recovery:

Lane Width: 12 ft. **Typical Section:**

Shoulder Width: 2 - 4 ft.

Concept LOS: Refer to District 1 RCR

Bicycle Status: Allowed

Current Highway Information

2 Number of Lanes: Percent RVs: 2 %

Rolling/Mountainous Lane Width: Mostly 11-12 ft. 10-ft. or under at Terrain:

some locations between PMs 32.8-37.5

Percent Trucks: 10 % Shoulder:

Average Treated

0-4 ft.







Tra	ffic Volume I	Ranges and LO	os		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	120 - 130	950 - 1100	С	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	180 - 190	1050 - 1100	С	1.02	1.83	1.00	1.98
2030	250 - 300	1200 - 1300	С		MVM (Accidents pe		,
Caltrans District	2, Office System I	Planning and Traffic (Census	Source: Caltran 01/01/2004 throu	s District 1, Office ugh 12/31/2008	of Traffic Safety, (Collision Data

SR 36 Transportation Concept Report (TCR)

Bridgeville to Humboldt/Trinity County Line (HUM PM 24.8-45.68/TRI 0.0)

Segment Description

This segment runs from Bridgeville in Humboldt County to the Trinity County Line.

County	Route	Post Mile
Humboldt	36	24.8-45.68

The segment passes through the communities of Bridgeville and Dinsmore. Adjacent to SR 36 is the Dinsmore Airport which is a publically owned general aviation airport.

Travel on this section of the route is a combination of local, regional and recreational trips between the coast and central valley. This section provides connection of the local communities to US 101 and serves as a critical link for communities to access essential services and goods.

Traffic volumes range from 940-1000 with the highest volumes near the west end of the segment. Truck volumes in this segment show an ADTT range from 35-50.

This segment passes through mountainous steep wooded terrain and rolling hills with scattered rural residences. SR 36 parallels and passes over the Van Duzen River.

SR 36 in this segment is mostly a 2lane conventional highway with 11to 12-foot lanes, and 0- to 4-foot treated shoulders.

Portions of this segment fall within the Tribal Ancestral Land(s) boundaries identified by the Wiyot Tribe, and the Bear River Band of the Rohnerville Rancheria.

Segment Issues

Key issues include:

- Mountainous terrain near McClellan summit. Signed for 10 % grade 2 miles for eastbound traffic at PM 25.6, and 9% grade 2 miles for westbound traffic at PM 32.0.
- Several areas have limited shoulders between Post Miles 32 .0 and 37.0.
- Narrow travel way between PM 36.1 to 42.5 that prevents centerline striping. The non striped sections are as follows: PMs: 37.09-37.32, 37.36-37.49, and 37.6-40.5. The travel lanes are narrow with no shoulders, and primarily built on active and nonactive landslide areas.
- There are many cautionary signs on this curvy stretch of roadway that are 25 MPH or less.
- King pin to rear axle advisory for trucks recommending no tractorsemi trucks over 30 feet in length from PM 1.65 in Segment 1 to PM 40.45 west of Bridgeville.
- The road parallels the Van Duzen River which is federally designated as a Wild & Scenic River.
- This area is densely forested, and extremely steep with geologically unstable hillsides.
- There are brake check areas on the westbound lane at PMs 28.29 and 32.07.
- There is a passing lane for eastbound traffic from PM 27.47 to PM 27.62.

Segment Management

This segment's challenges relate to mountainous terrain and the roadway alignment is in close proximity to the Van Duzen River. Existing constraints make it difficult to bring portions of SR 36 in this segment to 2-lane conventional highway standards.

Long-term considerations for this segment include:

improve narrow roadway sections to two 12-ft. lanes with 2-ft. shoulders. When practicable consider standard design speeds, however, it may be appropriate to consider lower design speeds (i.e., 25 mph) in areas with extensive constraints in order to improve existing conditions to a more acceptable level rather than not be able to make improvements at all.

Possible ITS elements: Snow Warning Sign east of Bridgeville near PM 25.4, midway between Bridgeville and the Trinity County line near PM 45.10, consider: Changeable Message Sign (CMS), Closed Circuit Television (CCTV) and Roadside Weather Information System (RWIS) for eastbound traffic.

A Project Study Report completed in 2004 (EA 01-43730K) looked at the narrow roadway sections between PMs 36.1 and 42.5. Two alternatives to widen and realign the highway in that area were developed. In 2011, District 1 submitted an application to the Forest Land Highway Program to seek funding support for a project to enhance safety, improve mobility and widen the roadway to 28 ft. (2, 12 ft. lanes, 2 ft. shoulders). The project would improve some curves, improve road conditions to a design speed of 25 mph, and reduce some grades. During Caltrans outreach, there was a general consensus that this section is the highest priority for improvement between Red Bluff and Fortuna within the next 20 years.

SR 36 Transportation Concept Report (TCR)

Bridgeville to Humboldt/Trinity County Line (HUM 24.80 - 45.68/TRI 0.0) Segment 3

Segment Projects/Potential Improvements

Sponsor		\$900,000 Caltrans		\$800,000 Caltrans		_
Cost		SHOPP \$9		SHOPP \$8		
Year Program		2002 SF		2006 SI		
		25.5-25.9		24.8-28.5	8 through 28.5.	
Type		Major Damage (Emergency Opening) 25.5-25.9		Storm Damage Repair Major Damage (Emergency Opening) 24.8-28.5	Repair Roadway Slipout. Cost reflects full project addressed PM 19.28 through 28.5.	
Name	Completed Projects	Storm Damage Repair	Stabilize Roadway	Storm Damage Repair	Repair Roadway Slipout. (

Caltrans **Caltrans** Caltrans \$1,100,000 \$1,048,000 \$350,000 SHOPP SHOPP SHOPP 2006 2010 2010 PM 29.0-29.5 PM 43.42 Place RSP and construct tieback retaining wall about 5.1 miles east of Bridgeville. PM 39.5 Major Damage (Permanent Restoration) Major Damage (Permanent Storm Damage Repair Cold Place AC Pavement, Place HMA Type A Restoration) Storm Damage Repair Roadway Slipout Ridgetop Wall Matterhorn

Caltrans \$1,800,000 Repair storm damage and construct retaining wall in Humboldt County near Dinsmore at 0.1 mile west of Van Duzen River Bridge. SHOPP 2009 **PM 40.4** Major Damage (Permanent Restoration) **Buck Mountain Wall**

Caltrans Caltrans \$1,510,000 \$1,500,000 Repair storm damage at various locations near Bridgeville. Cost reflects full project addressed PM 23.3 through 28.2. SHOPP SHOPP 2011 2011 PM 24.80-28.2 PM 35.4-40.5 Place Hot Mix Asphalt | Maintenance Preservation Storm Damage Repair Humboldt Slips

Rubberized Hot Mix Asphalt (HMA) Overlay near Dinsmore between the South Fork Van Duzen River Bridge and Trinity County Line.

In-Progress

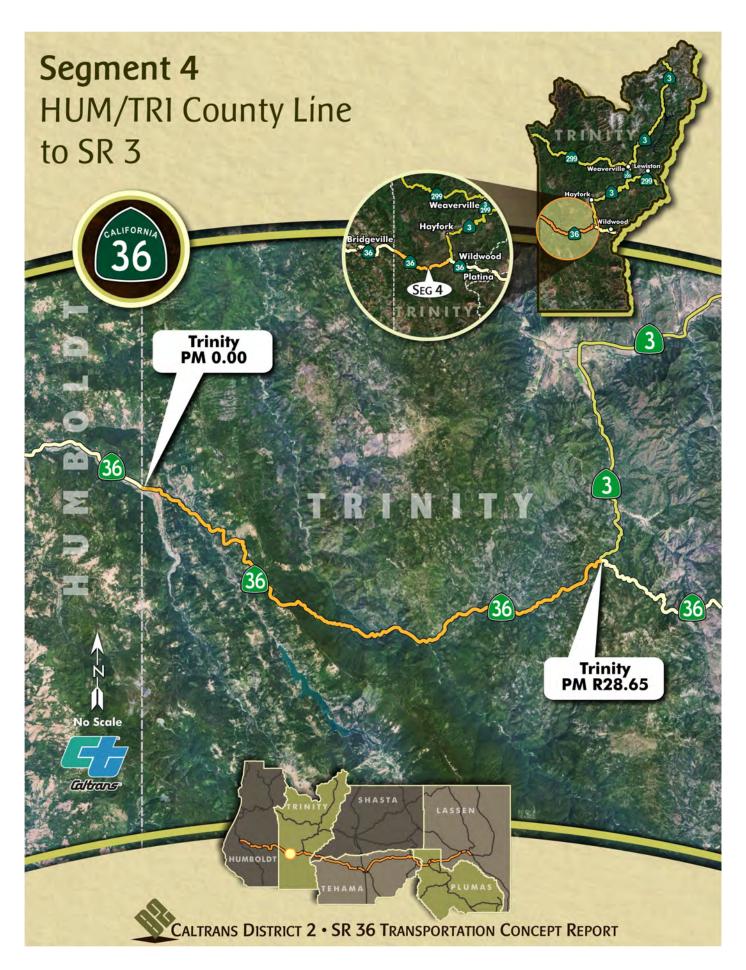
Hum 36 Culverts	Drainage System Restoration	24.80-37.1	2013	ЗНОРР	\$460,000	Caltrans
7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	the form of the fact of the transfer of the tr	to diena enitare ates				

Reconstruct Drainage. Project extends into segment 2, cost reflects entire project.

Potential Future 20-Year

Koadway widening and realignment	Operational/Safety	PM 37.6/40.5	2016	Forest Land Highway Program	\$13,685,000	USFS/Caltrans
Improve current roadway conditions to a design spec	nditions to a design speed of 25 mp	sed of 25 mph with 12 ft. lanes and 2 ft. shoulders. Improve of curve radii, horizontal site distance,	d 2 ft. shoulder	s. Improve of curve i	radii, horizontal site	e distance,
The second secon	Land Land and the contract of the Property of the Contract of	100 100 100 100		Town of the second second	100:000 0:017 70 000	COLUMN TO COLUMN TO THE COLUMN

horizontal clearance and reduce grades, roadway embankments and cut slopes. Caltrans District 1 has applied for funding of this project with the Forest Land Highway Program.



General Information

County: Trinity Route: 36 Segment #: 04TRI36 Length Miles: 31.4

Location: HUM/TRI County Line to SR 3

PM Limits: 0.00 to R28.65

System Designations

Functional Classification: Minor Arterial

Other Classifications:

California Legal Advisory, and Blue Star

Memorial Highway

Present: <u>Facility Concept</u> 2C

Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 50-60 mph

Clear Recovery: 20 ft.

Typical Section: Lane Width: 12 ft. Shoulder Width: 4 ft.

Concept LOS: C/D

Bicycle Status: Allowed

Current Highway Information

Number of Lanes: 2 Percent RVs: 3 %

Terrain: Mountainous Lane Width: Mostly 12 ft., except 9 ft. (PMs 10.08-

12.86)

Percent Trucks: 11 % Average Treated Shoulder: 0-4 ft. Many 1-2 ft.







Tra	ffic Volume I	Ranges and LO	os		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	80 - 120	330 - 940	В	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	140 - 240	570 - 1500	В	0.88	1.71	1.34	2.65
2030	250 - 460	800 - 2000	В		` '	er Million Vehicle N	,
Caltrans District	2, Office System I	Planning and Traffic (Census	04/01/2004 throu	ugh 03/31/2009		

SR 36 Transportation Concept Report (TCR)

Humboldt/Trinity County Line to State Route 3 (TRI PM 0.0-R28.65)

Segment Description

This segment runs from the Humboldt/Trinity County Line to State Route 3 in Trinity County.

County	Route	Post Mile
Trinity	36	0.0-R28.65

The segment passes through the communities of Mad River and Forest Glen. Ruth Lake Reservoir is accessed by Lower Mad River Road from SR 36.

Travel on this section of the route is a combination of local, regional, and, recreational trips between the coast and central valley. This section serves as a critical link for communities to access essential services and goods. SR 36 provides connectivity for small communities to US 101, I-5 near Red Bluff and to SR 299 via SR3.

Traffic volumes range from 330-940 with the highest volumes in the beginning of the segment on the west end near the Humboldt County Line. Truck volumes in this segment show an ADTT of 35.

This segment passes through part of Six River National Forest near Ruth Lake Reservoir, Shasta-Trinity National Forest, and private undeveloped timberland. Timber harvest for lumber production is common here.

SR 36 in this segment is a 2-lane conventional highway with mostly 12-foot lanes, and 0- to 4-foot treated shoulders.

This segment falls within the identified Tribal boundary of the Nor-Rel-Muk Band of Wintu Indians.

Segment Issues

Key issues include:

 SR 36 has curved alignment where it winds through mountainous terrain in this segment.

- Heavy rainfall and moisture build-up is common causing debris shed, rock fall on steep cut slopes and ongoing slip-outs.
- On-going road bed movement between PMs 4-4.5 and 17-19 requiring yearly repair.
- Several locations in this segment have limited shoulders (1-2 foot).
- Lane widths are 9 ft between PMs 10.08-12.86.
- South Fork Mountain (PM 10.22) elevation 4,077 ft. Harsh winter conditions are common in the higher elevations where heavy snows are difficult to manage during severe weather.
- There is a Vista Point and additional paved areas near PM 10.11 South Fork Mountain Road.
- Near Post Mile 27.0 a cautionary sign is posted to inform westbound travelers that narrow winding road begins 15 miles ahead which is not advisable for autos with trailers. Chain control requirements are common during winter snow storms.
- Posted sign (PM 27.18 for westbound trucks) Kingpin to rear axle advisory recommending no tractor-semi trucks over 30 feet in length for the next 80 miles.
- This remote area has limited cell phone coverage and limited services such as gas, food, lodging; which, complicates management of traffic incidents and temporary road closures. Near PM 2.5 there is a sign informing eastbound traffic that the "Next Services are 39 miles".
- Recreational motorcycle and bicycle use has been increasing.
- There are limited passing opportunities for vehicles to get around slower traffic.
- Fourteen miles of switch back curves between PM 3.0 and PM 16.5.

 There is a passing lane for eastbound (EB) traffic between PM 24.86 to 25.80 and one for westbound (WB) traffic between PM 25.64 to 25.80. There are turn-out pockets on the WB lane at PMs R1.64-R1.76, and 21.98-22.04 and EB R7.67-7.9.



TRI 36 PM 26.58 westbound

- A 27 mile portion of this segment is posted with cautionary signs to inform travelers of cattle.
- Members of the public have indicated that they would like to see deer crossing signs near South Fork Mountain and Forest Glen.

Segment Management

This segment's challenges relate to high elevation, mountainous highway where weather variations can result in slippery conditions complicating driving on this winding roadway. Long-term considerations for this segment include additional cautionary signs or Intelligent Transportation System elements. Possible elements to consider in this segment: Remote Weather Information System PM 10.26 and Closed Circuit Television PM 10.30 (both at South Fork Mountain) and a Highway Advisory Radio PM 2.40 near Mad River.

Adding more pullouts may be beneficial for slower vehicle use, when staging for emergencies, for disabled vehicles and for maintenance operations.

SR 36 Transportation Concept Report (TCR) Segment 4 Humboldt/Trinity County Line to State Route 3 (TRI PM 0.0 - TRI R28.65)	
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Segment Projects/Potential Improvement

onsor	
Cost Sp	
Program	
Year	
Location	
Type	
Name	

Completed Projects

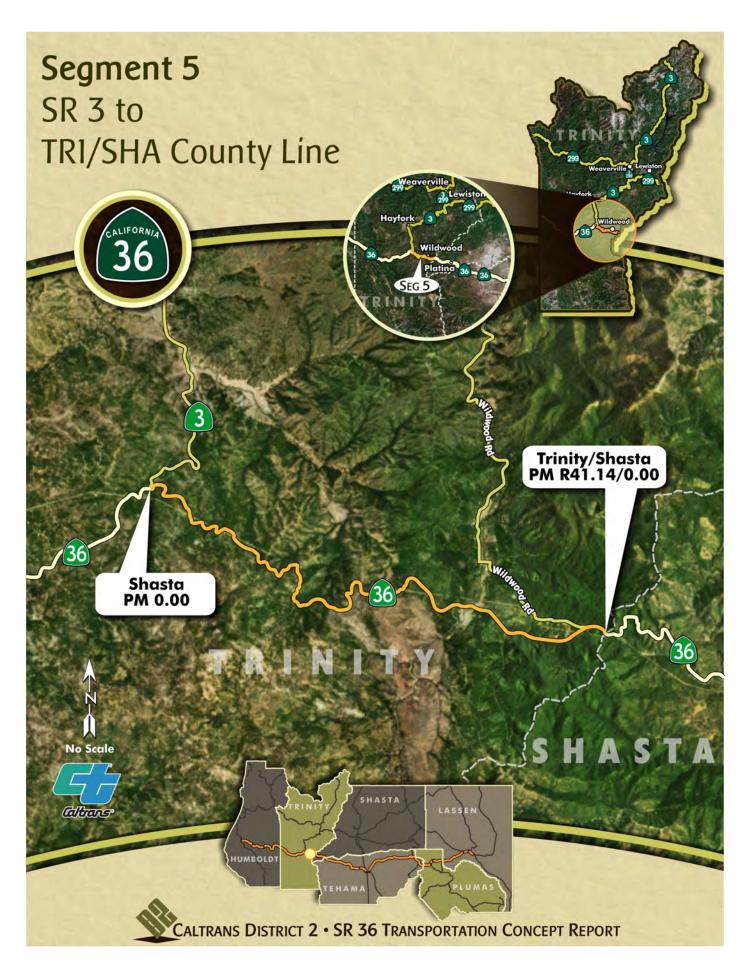
Chip Seal	Maintenance	PM 23.1-R28.65	2005	Maintenance	\$641,000	Caltrans
Warranty Chin Saal	Drojact aytands into sagment 5, cost reflects an	ate antira project				

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Sand House	Maintenance	PM 10.25	TBD	Maintenance	TBD	Caltrans
Place sand house near South	h Fork Mountain for sand and equip	ment storage.				



General Information

Route: 36 Segment #: 05TRI36 County: Trinity Length Miles: 12.5

Location: SR 3 to TRI/SHA County Line PM Limits: R28.65 to R41.14/SHA-0.00

System Designations

Functional Classification: Minor Arterial

Other Classifications:

California Legal Advisory, and Blue Star

Memorial Highway

Facility Concept 2C

Present: Twenty-Year: 2C

2C Long Range:

40-60 mph Design Speed:

Clear Recovery: 20 ft.

Lane Width: 12 ft. **Typical Section:**

Shoulder Width: 2 ft.

Future Design Concept

C/D Concept LOS:

Bicycle Status: Allowed

Current Highway Information

Number of Lanes: 2 Percent RVs: 2 %

Terrain: Mountainous/Rolling Lane Width: 12-14 ft.

Average Treated **Percent Trucks:** 8 %

0-1 ft. Shoulder:







Tra	ffic Volume F	Ranges and LC	os		Collisio	n Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	110 - 120	360 - 400	В	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	180 - 230	600 - 640	В	2.28	3.13	1.37	2.70
2030	300 - 450	800 - 850	В		MVM (Accidents possible 5)		,
Caltrans District	2, Office System I	Planning and Traffic (Census	04/01/2004 thro	ugh 03/31/2009		

SR 36 Transportation Concept Report (TCR)

State Route 3 to Trinity/Shasta County Line (TRI PM R28.65-R41.14/SHA 0.0)

Segment Description

This segment runs from SR 3 to the Trinity/Shasta County line.

County	Route	Post Mile
Trinity	36	R28.65-R41.14

The segment passes through the community of Wildwood.

Travel on this section of the route is a combination of local, regional, and recreational trips between the coast and central valley. This section is essential to the connectivity of small communities to US 101, I-5 near Red Bluff and to SR 299 via SR3. This section serves as a critical link for communities to access essential services and goods.

Traffic volumes average 360-400 with volumes gradually increasing closer to Red Bluff in the segments that follow. Truck volumes in this segment show an ADTT of 30.

This entire segment is encompassed within the Shasta-Trinity National Forest.

SR 36 in this segment is a 2-lane conventional highway with 12- to 14-foot lanes, and 0- to 1-foot treated shoulders.

This segment falls within the identified Tribal boundary of the Nor-Rel-Muk Band of Wintu Indians.

Segment Issues

Key issues include:

- There are several places with limited shoulders (2 ft.) in the east end of this segment.
- Chain control requirements common during winter snow storms.
- Icy conditions are common during cold weather.
- The east end of this segment is signed as a cattle crossing area.
- An eastbound sign is posted just east of Junction SR 3 (PM 28.7) to inform drivers that snow is not removed during storms. Another sign is also posted at the Hayfork Creek Bridge (PM R38.37).
- SR 36 passes through mountainous terrain in this segment. Heavy rainfall and moisture build-up can cause debris shed and rock fall on steep cut slopes. An example is a sign at PM 41.0 warning of Rock Slide area next 3 miles.
- This remote area has limited cell phone coverage and limited services such as gas, food, lodging; which, complicates management of traffic incidents and temporary road closures. At PM 41.0 there is a sign informing westbound traffic that the "Next Services are 39 miles".
- There are a number of cautionary signs on this curvy stretch of roadway as low as 15 to 30 MPH.

 King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length for this entire segment.



TRI PM 28.72 EB

 There are limited passing opportunities for vehicles to get around slower traffic.

Segment Management

This segment's challenges relate mountainous terrain with curvy alignments and remote location.

Long-term considerations for this segment include seeking opportunities for pavement overlays for roadway preservation and improved ride quality. Add paved shoulders where feasible and consider adding a sand house to enhance snow removal operations.

Adding more pullouts may be beneficial for slower vehicle use, when staging for emergencies, for disabled vehicles and for maintenance operations.

SR 36 Transportation Concept Report (TCR) Segment 5 State Route 3 to Trinity/Shasta County Line (TRI R28.65 - R41.14/SHA 0.0)

Segment Projects/Potential Improvements

oonsor	
Cost S	
Program	
cation	
PC	
Type	
Name	

Completed Projects

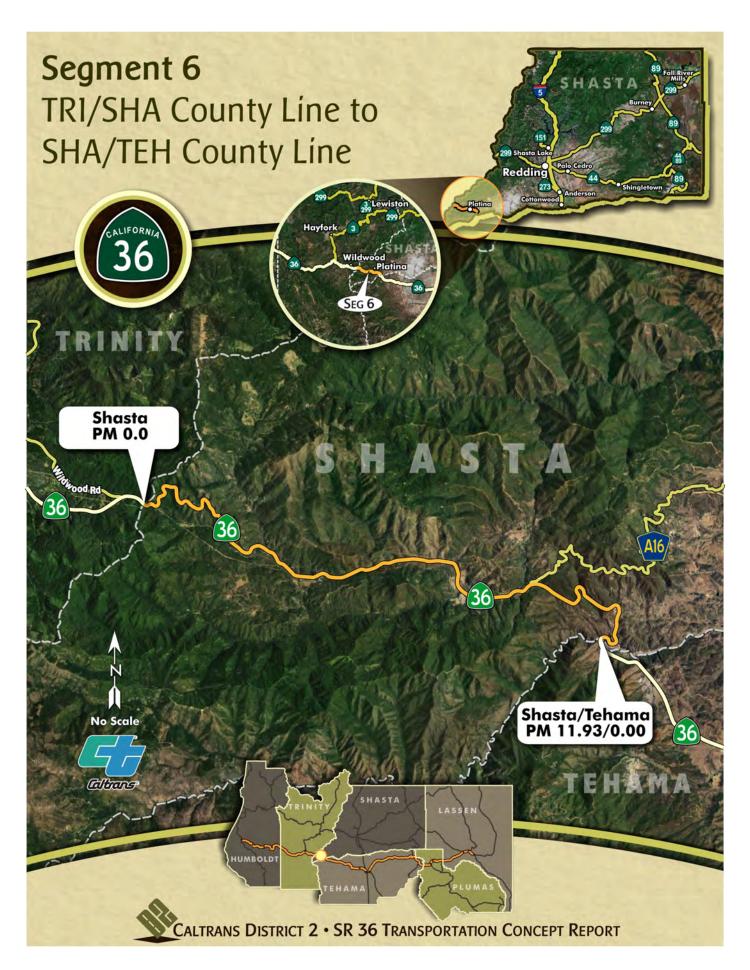
Chip Seal	Maintenance	PM R 28.65 - R 32.0 2005 Maintenance	2002	Maintenance	\$641,000	Caltrans
Warranty Chip Seal. Project extends into segment	4,	cost reflects entire project.				
Dubakella Curve	Cafoty Improvements	DM 36 7-37 4	0100	GUUDO	£4 454 000	Caltrane
Improvement	Salety improvements	1.75-7.56 MI			000,101,14	Califalls
Improve curve & widen shoulders – Approximately	α	miles east of . Linction SR 3				

In-Progress

Blue Point Curve	Safety Improvements	PM 30 4-30 7	2013	ddUHS	\$967 000	Caltrane
Improvement	Carety improvements	1.00.4.00.1	2012		000,1000	Calcialis
Improve curve in Trinity County about 12 miles east	of F	orest Glen from 1.7 miles to 2.1	.1 miles east of SR 3.	t of SR 3.		

Potential Future 20-Year

Capital Preventative Maintenance	Maintenance	PM 28.2-41.14	TBD	ТВD	ТВD	Caltrans
Extend pavement service life	fe with preventative maintenance	-1				



General Information

Segment #: 06SHA36 Length Miles: 11.9 County: Shasta Route: 36

Location: TRI/SHA County Line to SHA/TEH County Line

PM Limits: 0.00 11.93/TEH-0.00 to

System Designations

Functional Classification: Minor Arterial

Other Classifications:

California Legal Advisory, and Blue Star

Memorial Highway

Facility Concept

2C Present: Twenty-Year: 2C 2C Long Range:

Future Design Concept

40-60 mph Design Speed:

20 ft. Clear Recovery:

Lane Width: **Typical Section:** 12 ft. Shoulder Width: 2 ft.

Concept LOS: C/D

Bicycle Status: Allowed

Current Highway Information

2 Number of Lanes: 1 - 4 % Percent RVs:

Mountainous/Rolling Lane Width: 12-13 ft. Terrain:

Average Treated **Percent Trucks:**

5 - 12 % 0-2 ft. Shoulder:







Tra	ffic Volume F	Ranges and LO	os		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	100 - 130	360 - 490	В	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	160 - 190	600 - 730	В	0.50	1.51	1.37	2.70
2030	250 - 300	800 - 900	В			er Million Vehicle N	,
Caltrans District	2, Office System I	Planning and Traffic (Census	04/01/2004 throu	gh 03/31/2009	•	

SR 36 Transportation Concept Report (TCR)

Trinity/Shasta County Line to Shasta/Tehama County Line (SHA PM 0.0- SHA 11.93/ TEH 0.0)

Segment Description

This segment crosses the south west corner of Shasta County from the Trinity/Shasta County Line to the Shasta/Tehama County Line.

County	Route	Post Mile
Shasta	36	0.0-11.93

The segment passes through the small community of Platina.

Travel on this section of the route is a combination of local, regional, and recreational trips between the coast and central valley and serves as a critical link for communities to access essential services and goods.

Traffic volumes range from 360-490 with the highest volumes in the middle of the segment near Platina Road (County Road A16). Truck volumes in this segment show an ADTT range from 25-45.

The highest traffic volumes are near the middle of the segment by Platina Road.

Travelling eastbound on this Shasta County segment, SR 36 descends from forested mountainous terrain into rolling foothills with mixed oak trees and varied shrubs.

Elevations continue to drop as the route extends towards the Sacramento River Valley in Tehama County.

SR 36 in this segment is a 2-lane conventional highway with 12- to 13-foot lanes, and 0- to 2-foot treated shoulders.

This segment falls within the identified Tribal boundary of the Nor-Rel-Muk Band of Wintu Indians.

Portions of this segment fall within the Tribal Ancestral Land(s) boundaries identified by the Paskenta Band of Nomlaki Indians.

Segment Issues

Key issues include:

- Most of this mountainous segment has limited shoulder widths (1'-2').
- This segment passes by the Harrison Ranger Station (PM 4.3) in the Shasta-Trinity National Forest.



- The first few miles of this segment has a very curvilinear alignment and is signed as a rock slide area where rock fall is typical. For example there is such a warning sign at SHA PM 2.53 westbound
- The posted speed in this segment is 55 mph.
- There are several curves with cautionary 35 mph cautionary curve warning signs on the last 2 miles of the east end of this segment.

- Pedestrian crossing and School Bus Stop in Platina.
 Warning signs posted to alert drivers.
- King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length for this entire segment.
- The Elevation if the highway is 3000 ft. at PM 2.64, and descends to 2000 ft at PM 9.7.

Segment Management

This segment's challenges relate to steep/constricting terrain, curvy alignment and rock fall management.

Long-term considerations for this segment include:

Widen shoulders where feasible and consider improvements to aid rock fall management and snow storage between PM 0.0 and PM 3.5.

SR 36 Transportation Concept Report (TCR) Segment 6 Trinity/Shasta County Line to Shasta/Tehama County Line (SHA 0.00 - 11.93/TEH 0.0)	
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Segment Projects/Potential Improvements

Year Program Cost Sponsor	
Location	
Type	ts
Name	Completed Project

2 o	Middle Fork Cottonwood	Original Military	DM 7 6 7 7	7000	90000	_
f 20	Creek Bridge	Bridge Scoul Miligation	/'/-C'/ IMIJ	7004	LLOUIS	7
8	Replace bridge (scour) / wide	n roadway				

Caltrans

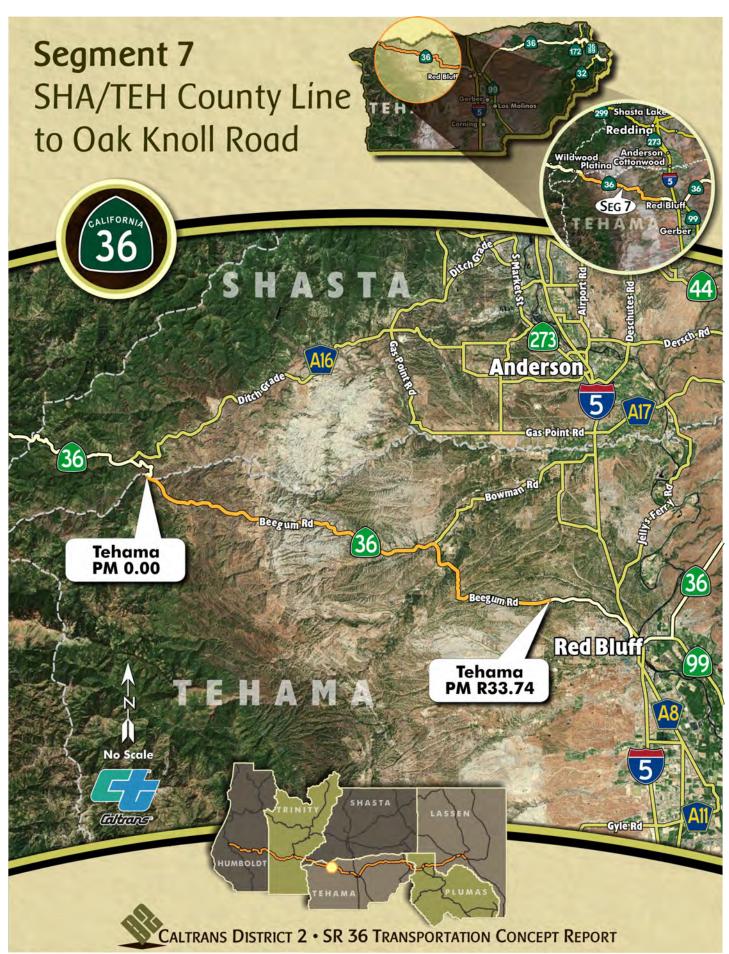
\$1,858,000

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Capital Preventative Maintenance	Maintenance	PM 0.0-11.93	ТВD	ТВD	ТВD	Caltrans
Extend pavement service life with preventat	• with preventative maintenance.					



General Information

County: Tehama Route: 36 Segment #: 07TEH36 Length Miles: 34.5

Location: SHA/TEH County Line to Oak Knoll Road

PM Limits: 0.00 to R33.74

System Designations

Functional Classification: Minor Arterial

Other Classifications:

California Legal Advisory, and Blue Star

Memorial Highway

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 50-70 mph

Clear Recovery: 20 ft.

Typical Section: Lane Width: 12 ft.

Shoulder Width: 4 ft.

Bicycle Status: Allowed Concept LOS: C/D

Current Highway Information

Number of Lanes: 2 Percent RVs: 2 - 5 %

Terrain: Rolling/Level Lane Width: Mostly 12 ft., except some 10 ft. or less

w/in (PMs 11.47-17.5 & near PM 28.8)

Average Treated

Percent Trucks: 10 - 31 % Shoulder: 0-4 ft., mostly 0-2 ft.







Tra	ffic Volume I	Ranges and LO	os		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS	Actual Coll on Se	ision Rates gment		e Average way Type
2010	60 - 200	350 - 1500	В	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	120 - 260	650 - 2200	В	1.27	2.42	0.89	1.90
2030	200 - 400	900 - 2800	В		` '	er Million Vehicle N	,
Caltrans District	2, Office System I	Planning and Traffic (Census	04/01/2004 throuุ	gh 03/31/2009	•	

Segment 7 SR 36 Transportation Concept Report (TCR)

Shasta/Tehama County Line to Oak Knoll Rd (TEH PM 0.0 / R33.74)

Segment Description

This segment of the SR 36 is from the Shasta/Tehama County Line to Oak Knoll Rd.

County	Route	Post Mile
TEH	36	0.0-R33.74

The segment passes through the community of Dry Creek.

Travel on this section of the route is a combination of local, regional, and recreational trips between the coast and central valley and serves as a critical link for communities to access essential services and goods.

Traffic volumes range from 350-1500 with the highest traffic volumes in this segment on the east end near Oak Knoll Drive. Truck volumes in this segment show an ADTT range from 45-110.

SR 36 in this segment is a 2-lane conventional highway with 10- to 12-foot lanes, and 0- to 4-foot treated shoulders.

Portions of this segment fall within the Tribal Ancestral Land(s) boundaries identified by the Nor-Rel-Muk Band of Wintu Indians.

This segment falls within the identified Tribal boundary of the Paskenta Band of Nomlaki Indians.

Segment Issues

Key issues include:

- This entire segment has a King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length.
- Lane widths are less than 10 feet in portions of the route between PMs 11.47-17.5 and near PM 28.8.
- Little to no shoulder between PM 23.2-28.8. Treated shoulders are mostly 0- to 2-foot.
- Land slide issues and steep slopes between PMs 26.2-25.7 and 29.1-32.2.



- There are limited services such as gas, food and lodging which complicates management of traffic incidents and temporary road closures.
- The posted speed in this segment is 55 mph.
- Recreational use of motorcycles. bicycles and pedestrians.
- Between PMs 12-17 there are cautionary signs to inform drivers that the road narrows, and several curves are signed with 30 and 35 mph curve warnings.

There are no passing or truck climbing lanes in this segment which can cause vehicle delays as a result of trucks and recreational vehicles.

Segment Management

This segment challenges relate to curvilinear alignment, narrow lane widths and shoulders, and unstable soils that cause slides and slip-outs.

Long-term considerations for this segment: Widen shoulders to 4-ft, and improve areas with lane widths lower than 12 ft. Consider curve improvement projects, and improvements that will reduce cut slope angles, to lower potential for rockfall onto the roadway.

Shasta/Tehama County Line to Oak Knoll Road (TEH 0.00 - R33.74) SR 36 Transportation Concept Report (TCR) Segment 7

Segment Projects/Potential Improvements

Sponsor	
Cost	
Program	
Year	
Location	
Type	
Name	

Completed Projects

McCoy Road	Operational Improvements	PM 38.1-39.2	2000	2000 SHOPP	1879,000	Caltrans
Realign curves and replace bridge.	oridge.					
Curve Improvement- Pentacola Gulch	Safety Improvements	PM 11.4-11.8	2007	SHOPP	\$1,328,000	Caltrans
Vertical and horizontal curve	Vertical and horizontal curve improvement. Tehama County near Platina from 1.1 miles to 1.4 miles east of Dry Creek Bridge.	er Platina from 1.1 mile	s to 1.4 mil	es east of Dry Creek B	ridge.	
Curve Improvement – Rosewood Curves	Safety Improvements	PM 15.2- 15.8	2007	ЗНОРР	\$707,300	Caltrans
Curve improvement. In Tehama County about 5 miles v	ama County about 5 miles west of I	vest of Dry Creek from 4 miles west to 3.4 miles west of Salt Creek Bridge.	west to 3.4	miles west of Salt Cre	ek Bridge.	
Curve Improvement – McKay Curve	Safety Improvements	PM 28.8 – 30.00	2007	SHOPP	2,220,600	Caltrans
, odo F of toposition of the control	One comment in Toloring Control of major and profession of a major and profession of Dishla Office of Part of the Control of Dishla Office of Control of C	21 cm 7 0 cm 2 th the Co	7 10 1000 C	+ Lac C	tages and and the	Later Collection

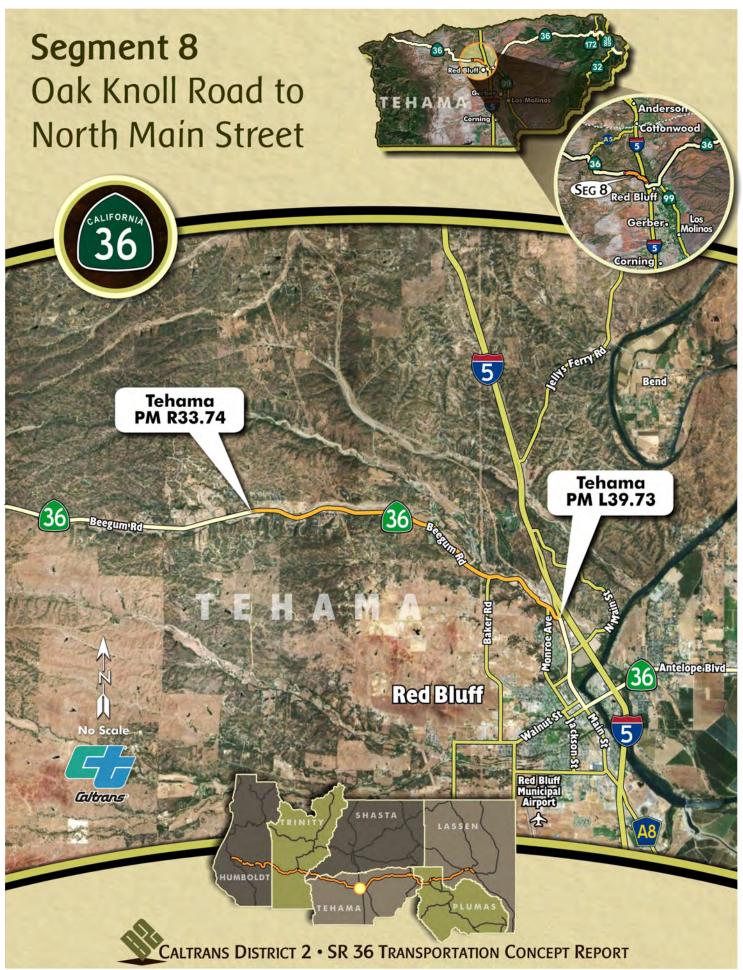
Curve Improvement In Lehama County about 9.9 miles west of Red Bluff from 0.7 miles east of East Leg Cannon Road to 1.3 miles west of Dibble Creek Road.

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

No capacity projects or significant operational projects are identified.



General Information

Segment #: 08TEH36 County: Tehama Length Miles: 6.6 Route: 36

Location: Oak Knoll Road to North Main PM Limits: R33.74 to L39.73

System Designations

Functional Classification: Minor Arterial

Other Classifications:

California Legal Advisory, and blue Star Memorial

Highway

Facility Concept 2C Present:

Twenty-Year: 2C 2C Long Range:

Future Design Concept

50-70 mph **Design Speed:** 20 ft. Clear Recovery:

12 ft. Lane Width: **Typical Section:** Shoulder Width: 8 ft.

Concept LOS: C/D

Bicycle Status: Allowed

Current Highway Information

2 Number of Lanes: 1 % Percent RVs:

Rolling/Level Lane Width: 9-12 ft. Terrain:

Average Treated **Percent Trucks:**

2 - 9% 0-8 ft, mostly 0-2 ft. Shoulder:







Tra	ffic Volume I	Ranges and LC	s		Collisio	n Rates	
Year	Peak Hour	Average Daily Traffic	LOS	Actual Coll on Se	ision Rates gment		e Average way Type
2010	200 - 380	1500 - 3300	В	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	260 - 620	2800 - 5200	В	0.65	1.43	0.69	1.60
2030	400 - 1100	3900 - 6800	С		MVM (Accidents per District 2, Office o		,
Caltrans District	2, Office System I	Planning and Traffic C	Census	04/0 1/200 4 throuุ	gh 03/31/2009		

SR 36 Transportation Concept Report (TCR)
Oak Knoll Drive to North Main Street
(TEH PM R33.74-L 39.73)

Segment Description

This segment runs from Oak Knoll Drive to North Main Street in Tehama County.

County	Route	Post Mile
TEH	36	R33.74-L39.73

The segment is mostly west of the Red Bluff City limits.

Travel on this section of the route is a combination of local, regional, interregional, and recreational trips.

Traffic volumes range from 1500-3300 with the highest traffic volumes in this segment near North Main Street in Red Bluff. Truck volumes in this segment show an ADTT range from 180-350.

This segment passes through mostly rural agricultural land with and a few low density single family residential developments.

SR 36 in this segment is a 2-lane conventional highway with 9- to 12-foot lanes, and 0- to 8-foot treated shoulders. Treated shoulders are mostly 0- to 2-foot.

This segment falls within the identified Tribal boundary of the Paskenta Band of Nomlaki Indians.

Segment Issues

Key issues include:

- Multiple access roads and driveways.
- There is an angular at-grade Railroad Crossing at PM 41.15 just west of North Main St. This rail line is operational.
- When I-5 is temporarily closed, McCoy Road (PM R39.3) is a critical county road that sometimes serves as an alternate route, which creates temporary traffic increases on SR 36. McCoy Rd. also has some recent bridge improvements, housing developments, and a number of school buses use McCoy to access SR 36.
- The posted speed in this segment is 55 mph.
- King pin to rear axle advisory for trucks recommending no tractorsemi trucks over 30 feet in length.
- PM 40.72 has a curve warning sign for the next 140 miles for westbound traffic.



 There is increased development activity in this area given its close proximity to Red Bluff.

Segment Management

This segment's challenges relate to multiple access roads, and curvilinear alignment.

Caltrans in cooperation with the City of Red Bluff has developed alignment options for the area west of North Main Street around the railroad tracks. The city has established development conditions to help try to preserve right of way in order to protect alignment options in this area.

Consider a Changeable Message Sign (CMS) near Baker Road PM 39.7 to notify people travelling westbound about road conditions such as traffic incidents, heavy snowfall or landslides, before they reach remote areas.

SR 36 Transportation Concept Report (TCR) Segment 8 Oak Knoll Road to North Main Street (TEH R 33.74 - L 39.73)

Segment Projects/Potential Improvements

Sponsor	
Cost	
Program	
Year	
Location	
Type	
Name	

Completed Projects

Kinney Curve Improvement	Safety	PM 37.70-38.20	2007	ddohs	\$770,650	Caltrans
Realign curve and add 4-foot sh	noulders. In Tehama County, ne	County, near Red Bluff from 0.7 miles to 0.2 miles west of Kinney	iles to 0.2	/	Road	

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Baker Road Curve Improvement and Shoulder Widening	Safety Improvements	PM 39.7/40.2	2013	SHOPP	\$2,000,000	Caltrans
The project will implement a c	The project will implement a curve improvement with lane and shoulder widening.	oulder widening.				
SR 36 Realignment	Operational Improvements	nents PM 39.6-39.73	TBD	TBD	TBD	TBD
Realign SR 36 at the Union F	Realign SR 36 at the Union Pacific Railroad crossing and North Main Street. Possible RTIP candidate for the 2014 STIP. Project extends into segment 9.	Aain Street. Possible	RTIP cand	idate for the 2014 STIF	Project extends	into segment 9.

Post Twenty-Year Projects

TBD Caltrans	
TBD	-11 1 V 1
TBD	
PM 39.72-L39.73	1 - 1 1 1
Operational Improvement	$-y = -1 - \frac{1}{2} - \frac{1}$
Capacity Expansion	'p', 'O' 'J' 'O'



General Information

County: Tehama Route: 36 Segment #: 09TEH36 Length Miles: 1.5

Location: North Main to Jct. I-5

PM Limits: L39.73 to 41.85

System Designations

Functional Classification: Principal Arterial

Other Classifications:

California Legal Advisory to PM 41.2, Terminal Access Route - STAA (From PM 41.29), and

Blue Star Memorial Highway

Facility Concept

Present: 2C/4C

Twenty-Year: 4C with TWLTL Long Range: 4C with TWLTL

Future Design Concept

Design Speed: 30-40 mph

Clear Recovery: 20 ft.

Typical Section: Lane Width: 12 ft. Shoulder Width: 8 ft.

Concept LOS: C/D

Bicycle Status: Allowed

Current Highway Information

Number of Lanes: 2-4 Percent RVs: 1 %

Terrain: Rolling/Level Lane Width: 12 ft.

Percent Trucks: 2 % Average Treated Shoulder: 8 ft.







Tra	ffic Volume F	Ranges and LO	os	Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	740 - 2350	7500 - 24000	С	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	850 - 2500	8500 - 26500	С	1.29	4.21	0.79	1.97
2030	1100 - 2900	9300 - 27000	D/C ¹	Rates are ACC/N	MVM (Accidents pe	er Million Vehicle N	Miles)
expanding entire	segment to 4-lane.	an e configuration, LO		Source: Caltrans 04/01/2004 throu		f Traffic Safety, Coll	ision Data

SR 36 Transportation Concept Report (TCR)

North Main Street to Jct. I-5 (TEH PM L 39.73 - 41.85)

Segment Description

This segment of SR 36 is within the City limits of Red Bluff, the County Seat for Tehama, and the largest community in Tehama County.

County	Route	Post Mile
TEH	36	L39.73-41.85

Travel on this section of the route is mostly local and is essential to small business economic activities in Red Bluff. This portion is also used by recreational travelers.

SR 36 is signed North Main Street from Beegum Road (PM R41.2) to Oak Street (PM 41.3). This section of the segment serves as main street and is part of the business loop for I-5. It passes through the Historic Business District of Downtown Red Bluff with older commercial establishments such as: gasoline stations, restaurants, banks, automobile dealerships, real estate offices, motels, and a mixture of retail stores.

At Oak Street, SR 36 turns east, and is signed Antelope Boulevard. Here SR 36 continues eastward and crosses over the Sacramento River. Land uses along Antelope Boulevard consist of single- and multi-family residential, mixed with general commercial development.

This segment ends at the central Red Bluff interchange with I-5.

	Traffic Signals
Post Mile	Intersection
40.0	Home Depot Drive
40.31	SR 36/Adobe Road
41.00	Main St/Cedar St
41.15	Main St/Walnut St
41.29	Main St/Oak St
41.67	Gilmore Rd/Belle Mill Rd.

Traffic volumes range from 7500-24000 with the highest traffic volumes in this segment near I-5. This area also has the highest traffic volumes for the entire route. Truck volumes in this segment show an ADTT range from 300-400.

SR 36 in this segment transitions from a two lane highway with turn pockets and/or center turn lane in the beginning of the segment (PM L 39.73 to L 40.87), to a four-lane conventional highway with twelve-foot lanes, eight-foot paved shoulders (PM L 40.87-41.85).

This segment falls within the identified Tribal boundary of the Paskenta Band of Nomlaki Indians.

Segment Issues

Key issues include:

- This segment has multiple traffic signals with different timing sequences which can lead to delays.
- Walnut Street is one of the few main arterials providing connection in Red Bluff. SR 36 experiences sporadic congestion in this vicinity during peak pm traffic.
- Multiple driveways to business parking lots.
- There is an at-grade railroad crossings just west of SR 36 Main Street (PM 41.15). This Union Pacific rail is operational.
- The railroad tracks run parallel to SR 36 between intersection with North Main St (PM L 39.74) and Oak Street (PM 41.29).
- Curb, gutter and sidewalk are present through much of this segment.

- SR 36 is one of the only two roadways that cross over the Sacramento River in Red Bluff. The other is I-5 further south.
- Three local roads come together to intersect with SR 36 at PM 41.67 (Gilmore Rd., Belle Mille Rd and Center Ave).
- There is a Greyhound bus stop at Sunshine Market near the intersection of Antelope Blvd and SR 36.
- Parallel Parking occurs on both sides of SR 36 along the business sections of Red Bluff between Adobe Road and Duncan Rd (PMs L40.42-PM L40.58); and between Grant Street and Pine Street (PMs 40.9-41.2).
- There is limited storage for the left-turn lane for northbound traffic turning left onto Walton Street.
- King pin to rear axle advisory for trucks recommending no tractorsemi trucks over 30 feet in length from beginning of segment to PM 41.3.
- The posted speeds in this segment range from 30-45 mph.

Segment Management

This segment's challenges relate to uncoordinated signal timing at intersections and traffic from parallel parking, and driveways from local business parking areas.

District 2 has received comments that support synchronization of the traffic signals which may reduce congestion and improve operations.

[Continues on next page.]

Segment 9 (Continued)

SR 36 TRANSPORTATION CONCEPT REPORT (TCR)

North Main Street to Jct. I-5 (TEH PM L 39.73 - 41.85)

Segment Management (continued)

North Main Street (PM L 39.73) to Crittenden Street (L40.87) is currently 2-lane conventional with a two-way center turn lane, and on street parking. Level of Service will decline as traffic growth continues. In order to accommodate future traffic increases, the 20 year facility concept for this area is 4-lanes with two-way center turn lane.

The City of Red Bluff may consider re-routing Walton Street to State Street as a future option to create a four way intersection on SR 36. If the existing Walton intersection was closed and relocated to the west would provide more space between the intersection of Antelope Boulevard and the relocated Walton Street. This project could benefit operations on SR 36 by allowing more distance for vehicles turning left onto Walton to queue.

On interstate 5, there are two CCTV's (PMs R 28.38 and R 26.53) and a HAR (PM R 26.58) that can be used in conjunction with the elements on SR 36 in the next segment, to relay information to travelers on SR 36.

North Main Street to Jct. I-5 (TEH L 39.73 - 41.85) SR 36 Transportation Concept Report (TCR)

Segment Projects/Potential Improvements

Sponsor	
Cost	
Program	
Year	
Location	
Type	
Name	

Completed Projects

Red Bluff Cedar/Main Signal	Operational	PM L41.0	2009	SHOPP	\$357,000	Caltrans
Signal, lighting, and ADA Rar	Ramps at Cedar Street.					

In-Progress

No capacity projects or significant operational projects are in progress.

SR 36 Realignment	Operational Improvements	lents PM 39.73-41.2	TBD	TBD	TBD	TBD
Realign SR 36 at the Union Pacific Railroad crossing an	Pacific Railroad crossing and North I	and North Main Street. Possible RTIP candidate for the 2014 STIP. Project extends into segment 8.	RTIP cano	idate for the 2014 STIF	Project extends	into segment 8.
Capacity Expansion	Operational Improvement	PM L39.73-L40.87 TBD	TBD	TBD	TBD	Caltrans
Convert from 2 lanes with ce	Convert from 2 lanes with center turn lane to 4 lanes with center turn lane between North Main Street and Crittenden Street.	turn lane between Nort	h Main Str	eet and Crittenden Stre	et.	
Signal Synchronization Operational Improvem	ent	PM L39.73-41.85	TBD	TBD	TBD	Caltrans
Adjust signal timing in Red B	Adjust signal timing in Red Bluff between North Main Street to I-5.					

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General Information

County: Tehama Route: 36 Segment #: 10TEH36 Length Miles: 2.2

Location: Jct. I-5 to Jct. SR 99 **PM Limits:** 41.85 to 44.00

System Designations

Functional Classification: Principal Arterial

Other Classifications:

National Highway System, Interregional Road System, Terminal Access Route - STAA,

Freeway and Expressway System, and Blue Star

Memorial Highway

Present: Facility Concept
4C

Twenty-Year: 4C
Long Range: 4C

Future Design Concept

Design Speed: 40-60 mph

Clear Recovery: 20 ft.

Typical Section: Lane Width: 12 ft. Shoulder Width: 8 ft.

Concept LOS: C/D

Bicycle Status: Allowed

Current Highway Information

Number of Lanes: 4 Percent RVs: 1 %

Terrain: Level Lane Width: 12 ft

Percent Trucks: 7 - 11 % Average Treated Shoulder: Mostly 8 ft.







Tra	ffic Volume I	Ranges and LC	s		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS	Actual Coll on Se	ision Rates gment		e Average way Type
2010	1250 - 1950	13000 - 21100	В	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	1350 - 2450	14000 - 26000	С	0.98	2.41	0.59	1.45
2030	1600 - 3300	14800 - 30000	С		MVM (Accidents per District 2, Office o		,
Caltrans District	2, Office System I	Planning and Traffic C	Census	04/01/2004 throuุ	gh 03/31/2009		

Segment 10
SR 36 Transportation Concept Report (TCR)

Jct. I-5 to Jct. SR 99 (TEH PM 41.85-44.00)

Segment Description

This segment runs from junction I-5 to the junction of SR 99 in Tehama County. SR 36 is signed as Antelope Boulevard in this segment as in the previous.

County	Route	Post Mile
TEH	36	41.85-44.0

The segment is within the Red Bluff City limits. Travel on this section of the route is a combination of local/regional, interregional and recreational trips. This section is essential to the connectivity of SR 99 to I-5.

Traffic volumes range from 13000-21000 with the highest traffic volumes on the west end of this segment near I-5. Truck volumes in this segment show an ADTT range from 1350-1600.

This segment passes through many different types of land uses. There is commercial and general commercial with motels/hotels, gasoline stations, food establishments, and retail stores. There is also a portion on the south side of the highway dedicated to agriculture. The commercial uses are more concentrated near the junction with I-5. The California Department of Corrections, California Department of Forestry & Fire Protection, and the Tehama District Fairgrounds are within this area.

SR 36 in this segment is a 4-lane conventional highway with 12-foot lanes, 8-foot paved shoulders. Most of the highway segment has a twoway left-turn lane.

Tra	ffic	Control Devices
Post Mile		Location
41.92	S	Jct. SR 36 /
		I-5 NB on-ramp
41.92	S	Jct. SR 36 /
		I-5 SB off-ramp
42.18	S	Sale Lane
42.79	S	Chestnut Ave./
		Colony Rd.
43.66	F	School Flasher
S= Signal		F= Flashing Beacon

This Segment Falls within the identified Tribal boundary of the Paskenta Band of Nomlaki Indians.

Segment Issues

Kev issues include:

- Traffic, bicycle and pedestrian volumes increase when large events are held at the Tehama District Fair Grounds.
- A 25 mph speed limit is posted for the Antelope Elementary School zone (between PMs 43.44-43.72) for when children are present. This location includes a flashing beacon.
- Multiple driveways can cause delay.
- The posted speeds in this segment range from 40-55 mph.
- At PM 43.87 there is sign for Lassen Volcanic National Park 48 miles. This section of highway serves as a gateway to the park.
- Sale Lane just east of I-5 interchange provides access to the Red Bluff Diversion Dam Recreation Area.

Segment Management

This segment's challenges relate to multiple access roads, commercial activity & signalized intersections.

Continue to work with City of Red Bluff and school staff to monitor traffic in the vicinity of Antelope Elementary School.

Interest has been expressed for a pedestrian crossing near the Tehama County District Fairgrounds. The City of Red Bluff would like to coordinate with Caltrans to identify and address multimodal needs near the fairgrounds and other areas in the community.

Caltrans has prepared a proposal for Transportation Enhancement funds to look a conceptual bicycle route from the City of Chico to the City of Redding. The network would consist of portions of State Routes 99, 36, 273, and Interstate 5. The portion of SR 36 included in this study is from the I-5 separation near Adobe Road through Red Bluff to SR 99.

There are two Highway Advisory Radio flashers (HAR Flasher) on SR 36 in Red Bluff (at PM 42.93 near Mulberry Avenue for eastbound traffic, and PM 43.65 near St. Mary's Road for westbound traffic. The HAR Flashers are useful to alert drivers to tune into the radio when there are road closures due to severe weather affecting areas miles ahead (such as at Morgan Summit-PM 87.79).

Possible ITS elements to consider: Changeable Message Signs (CMS) near SR 36 PM 44.0, with additional CMS on SR 99 near the junction of SR 36 (TEH 99 PM 24.0). CMS can provide advanced warning for a road closure, or adverse driving conditions, with no need for the driver to use their radio.

SR 36 Transportation Concept Report (TCR) Segment 10 Jct. I-5 to Jct. SR 99 (TEH 41.85 - 44.00)

egment Projects/Potential Improvements

Sponsor
Cost
Program
Year
Location
Type
Name

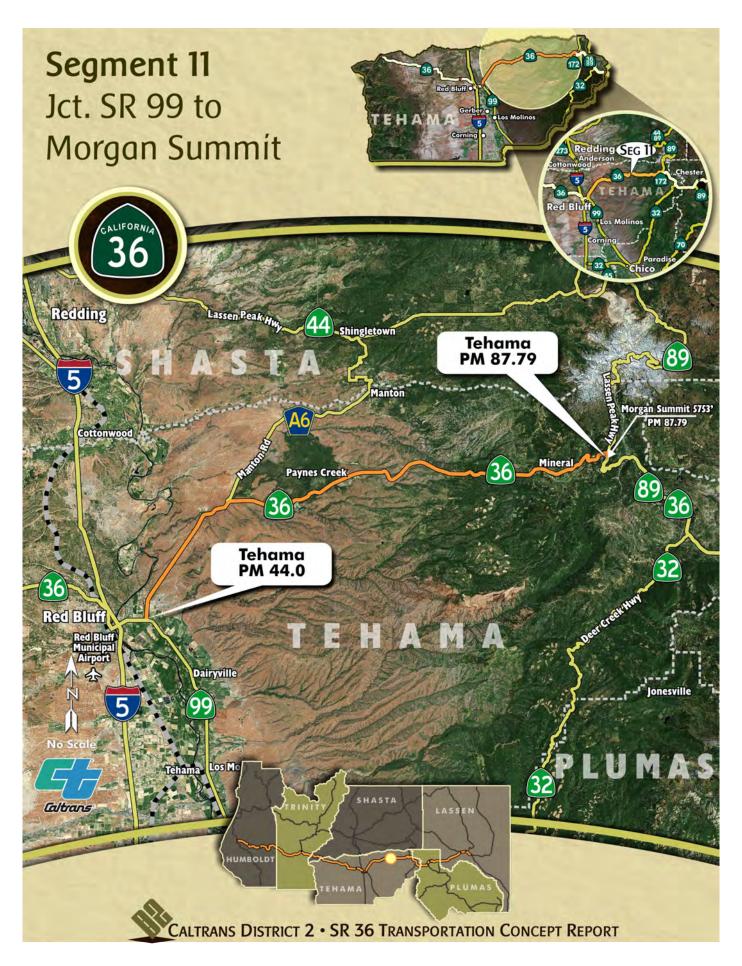
Completed Projects

Red Bluff Rehabilitation Roadway Rehabilitati	Roadway Rehabilitation	TEH L39.7/44.0	2009	SHOPP	\$8,623,000	Caltrans
Roadway Rehabilitation in various locations in Red Bli	rious locations in Red Bluff.					
Flashing Beacons Antelope School	Minor B	ТЕН 43.3/43.8	2009	ЗНОРР	\$70,400	Caltrans
Install flashing beacons with timer at Antelope School	imer at Antelope School between	between Hoy Road and Saint Mary's Avenue.	ary's Avenu	le.		

In-Progress

No capacity projects or significant operational projects are in progress.

Red Bluff CAPM	Pavement Rehabilitation	PM 42.1-44.0	TBD	SHOPP	\$4,500,000	Caltrans
Pavement overlay and ADA F	Ramps. Project extends into segm	ent 11. Cost reflects en	tire project			



General Information

County: Tehama Route: 36 Segment #: 11TEH36 Length Miles: 44.7

Location: Jct. SR 99 to Morgan Summit

PM Limits: 44.00 to 87.79

System Designations

Functional Classification: Minor Arterial

Other Classifications:

Terminal Access Route - STAA (To PM 64.0), California Legal Advisory (From 75.2 to 83.14), Volcanic Legacy Scenic Byway All American Road from PM 87.68, and Blue Star Memorial

Highway

Present: 2C

Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 40-60 mph
Clear Recovery: 20 ft.

Typical Section: Lane Width: 12 ft. Shoulder Width: 4 ft.

Concept LOS: C/D

Bicycle Status: Allowed

Current Highway Information

Number of Lanes: 2 with some passing Percent RVs: 2 - 4 %

Terrain: Rolling to Mountainous Lane Width: Mostly 12 ft, except 10-11 ft. (PMs

83.14-87.63)

Percent Trucks: 10 - 16% Average Treated Shoulder: 0-8 ft., mostly 2-4 ft.







Tra	ffic Volume F	Ranges and LC	s		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	230 - 240	1100 - 2050	В	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	290 - 300	1350 - 2500	В	0.49	1.07	0.52	1.14
2030	400 - 450	1500 - 2800	В		MVM (Accidents per District 2, Office o		,
Caltrans District	2, Office System I	Planning and Traffic (Census	04/01/2004 throu	gh 03/31/2009	·	

SR 36 Transportation Concept Report (TCR)

Jct. SR 99 to Morgan Summit

(TEH PM 44.00-87.79)

Segment Description

This segment in Tehama County runs from Junction of SR 99 past the Junction of SR 89 N and to Morgan Summit (5753'), which is the highest elevation on the route. SR 36 is shared with SR 89 from SR 89 N and through the next two segments. SR 36 passes through the communities of Dales, Paynes Creek and Mineral.

County	Route	Post Mile
TEH	36	44.0-87.68

Travel on this section of the route is a combination of local, regional, and recreational trips between Red Bluff and the mountain communities. SR 36 serves as a critical link for these communities to access essential services and goods.

Traffic volumes range from 1100-2050 with the highest traffic volumes near the east end of the segment. Truck volumes in this segment show an ADTT range from 140-220.

This segment passes through rural agricultural land on the grassy valley floor and foothills with mostly oak woodlands and digger pines. These lands are typically used for livestock grazing or production of hay and grain. Along the route there are scattered rural residential uses with some low density communities. Midway between Paynes Creek and Mineral the vegetation transitions to conifer forests. The land is generally undeveloped along SR 36, as the elevations climb toward Morgan Summit.

SR 36 in this segment is a 2-lane conventional highway with 12-foot lanes, and 0- to 8-foot treated shoulders, with treated shoulders mostly 2- to 4-foot.

Portions of this segment fall within the Tribal Ancestral Land(s) boundaries identified by the Paskenta Band of Nomlaki Indians.

This segment falls within the identified Tribal boundary of the Greenville Rancheria.

Segment Issues

Key issues include:

- SR 36 eastbound traffic climbs from the valley to rolling foothills and to the mountainous terrain of Morgan Summit.
- No services such as gas, food and lodging which complicates management of traffic incidents and temporary road closures.
- King pin to rear axle advisory for trucks recommending no tractorsemi trucks over 30 feet in length from PM 75.39-83.14.
- Several curves have turning radii that are not STAA Standard between Post Miles 75-76.5 (between Paynes Creek and Mineral). Several alignment alternatives for the approximate 1.5 mile section were developed in a Caltrans study completed in 2000.
- The posted speeds in this segment range from 50-65 mph.
- Terrain is rolling to PM 54.8 and then transitions to mountainous.
- Route passes through the Lassen National Forest beginning at PM 80.77 and continues through the forest in the next two segments.
- There are passing lanes for eastbound traffic from: PM 60.55 to 60.79, 61.25-61.48, 68.18 to 74.73, and 80.70 to 80.84. There is a passing lane for west bound traffic from PM 80.75 to 81.0.

 SR 89 North provides access to Lassen Volcanic National Park (LVNP). Red Bluff is one of the Gateway communities. The "Lassen Gateway Coalition" formed to bring together community partners (area businesses, chambers of commerce, economic development groups, conservation organizations, local governments, federal and state agencies) to help promote LVNP recreational attractions and increase tourism at the park; and enhance economic opportunities between LVNP and its gateway communities. Access to the park is via SR 89 North at PM 87.63.

Segment Management

Challenges in this segment include curved alignments, steep grades, narrow shoulders, and severe weather conditions in the higher elevations.

There is an approved project to lengthen and construct turn-outs near Morgan Summit to be completed by 2012. Additional pull-outs between SR 99 and Morgan Summit would be beneficial.

A HAR Flasher is installed on SR 36 just north of SR 99 junction at PM 44.62 to alert drivers to tune to 1610 on the radio for roadway information.

Possible future ITS elements within this segment include two Roadside Weather Information Systems: (PMs R 73.00 and 82.2), two Closed Circuit Televisions (CCTV's) near PMs R 73.0 and 83.50, and a Highway Advisory Radio Station (HAR) near PM 83.14.

Additional signage regarding lack of services in this segment has been suggested by the public.

SR 36 Transportation Concept Report (TCR) Segment 11 Junction SR 99 To Junction SR 89 N(TEH 44.00 - 87.68)

Segment Projects/Potential Improvements

Sponsor	
Cost	
Program	
Year	
Location	
Type	
Name	

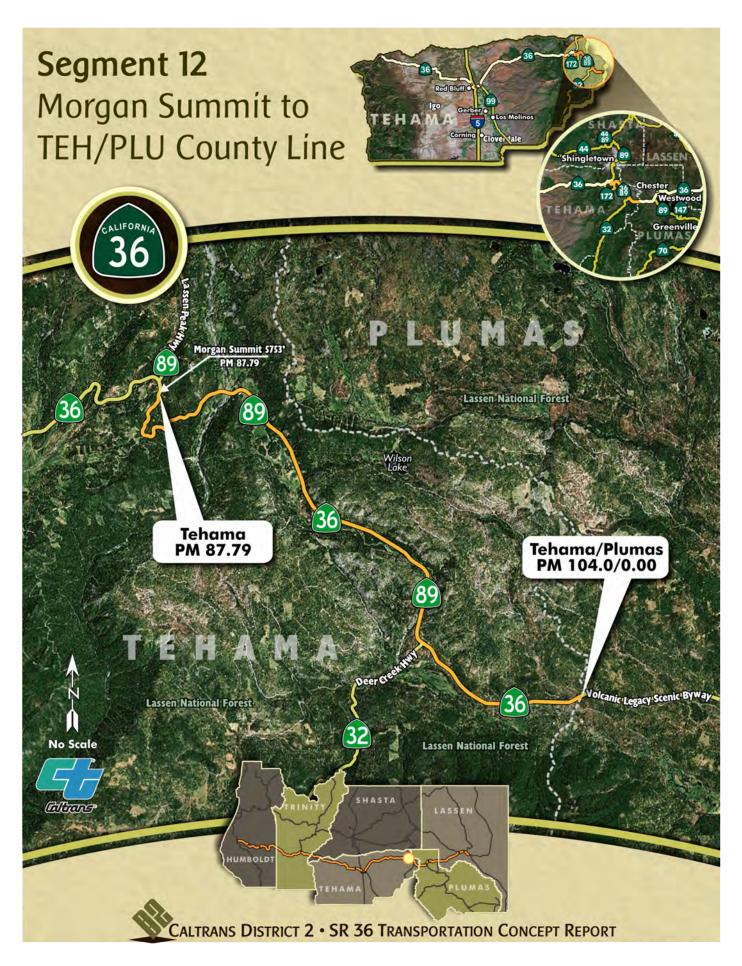
Completed Projects

Battle Creek Bridge	Bridge Rehabilitation	PM 81.5	2003	SHOPP	\$979,000	Caltrans
Rehabilitate Deck						
Morgan Summit Turnout	Operational	PM 86.2-86.5	2006	SHOPP	\$48,000	Caltrans
Near Mineral from 1.5 miles to 1.1 miles west of SR 89	o 1.1 miles west of SR 89.					
Upgrade and Install Metal Beam Guardrail	Safety Improvement	PM 78.1-78.3	2006	ЗНОРР	\$82,197	Caltrans
Near Mineral from 1.0 miles to	Near Mineral from 1.0 miles to 0.81 miles west of Diamond Road	Ö				
Summit Shoulder Widening	Operational	PM 87.3-87.6	2008	SHOPP	\$422,800	Caltrans
Near Mineral from 0.3 miles to 0.1 mile west of SR 89	o 0.1 mile west of SR 89					
Paynes Creek Thin Blanket Overlay	Maintenance	PM 67.5-75.5	2010	Highway Maintenance	\$1,731,000	Caltrans
Thin blanked overlay near Paynes Creek from 0.2 mile		east of Latka Road to 0.5 mile east of Little Giant Mill.	east of Little	Giant Mill.		
Hog Lake Chip Seal	Maintenance	PM 46.0-55.3	2011	Maintenance	\$837,000	Caltrans
Seal coat.						

In-Progress

Morgan Summit Pull-outs	Operational	PM 85.8-87.5	2011	\$700,000	\$837,000	Caltrans
Extend the existing turn-out	and construct two new turn-outs.					

Additional Pullouts	Operational	PM 44.0-87.6	TBD	TBD	TBD	TBD
		• • • • • • • • • • • • • • • • • • •)			
Install turnouts to allow passing	ing of slower vehicles. Post Mile loc	cations TBD.				



General Information

Segment #: 12TEH36 County: Plumas Length Miles: 15.0 Route: 36

Location: Morgan Summit to TEH/PLU County Line

PM Limits: 87.79 104.00/PLU-0.00 to

System Designations

Functional Classification: Minor Arterial

Other Classifications:

Volcanic Legacy Scenic Byway All American Road, and Blue Star Memorial Highway

Facility Concept

2C Present: Twenty-Year: 2C 2C Long Range:

Future Design Concept

40-60 mph Design Speed: 20 ft. Clear Recovery:

Lane Width: **Typical Section:** 12 ft. Shoulder Width: 4 ft.

Concept LOS: C/D

Allowed **Bicycle Status:**

Current Highway Information

Number of Lanes: 2, with some passing 3 % Percent RVs:

Mountainous to Rolling 12 ft. Terrain: Lane Width:

Average Treated **Percent Trucks:**

10 - 15% 0-8 ft., mostly under 4 ft. Shoulder:







Tra	ffic Volume F	Ranges and LC	s		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	250 - 440	1100 - 2350	В	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	310 - 560	1200 - 2800	В	0.58	1.87	0.66	1.40
2030	400 - 800	1300 - 3100	В		MVM (Accidents per District 2, Office o		
Caltrans District	2, Office System I	Planning and Traffic C	Census	04/01/2004 throu	gh 03/31/2009	,	

SR 36 Transportation Concept Report (TCR)

Morgan Summit to Tehama/Plumas County Line
(TEH PM 87.79 – 104.0/PLU 0.0)

Segment Description

This segment runs from Morgan Summit in Tehama County to the Plumas County Line. SR 36 is shared with SR 89 in this segment.

County	Route	Post Mile
TEH	36	87.68-104.0

The segment passes through Childs Meadows which is a preserved nature conservancy with creeks, springs, mountain meadows and conifer forests.

Travel on this section of the route is a combination of local, regional, and recreational trips between the mountain communities and Red Bluff. SR 36 serves as a critical link for communities to access essential services and goods.

Traffic volumes range from 1100-2350 with the highest volumes on the east end of the segment. Truck volumes in this segment show an ADTT range from 145-250.

SR 36 in this segment is a 2-lane conventional highway with 12-foot lanes, and 0- to 8-foot treated shoulders, with treated shoulders mostly under 4-foot.

Portions of this segment fall within the Tribal Ancestral Land(s) boundaries identified by Susanville Rancheria.

This segment falls within the identified Tribal boundary of the Greenville Rancheria.

Segment Issues

Key issues include:

- Morgan Summit (PM 87.83) elevation 5,753 ft. Signed for 6% on each side of the summit.
- Terrain is mountainous to PM 91.3 and then transitions to rolling as SR 36 continues eastward.
- Harsh winter conditions are common in the higher elevations where heavy snows are difficult to manage during severe weather.
- Chain control requirements common during winter snow storms.
- No services such as gas, food and lodging which complicates management of traffic incidents and temporary road closures.
- The Lassen National Forest encompasses this entire segment.
- This segment of SR 36 serves as eastern access to SR 89 North and Lassen Volcanic National Park.



PM 91.23 Westbound

- The posted speed in this segment is 55 mph.
- There is a passing lane for westbound traffic from PM 88.94 to 89.26.

- There are possible STAA restrictions for westbound trucks travelling uphill to Morgan Summit.
- SR 36 junctions with SR 32 (PM 99.94) which can be used to access eastern Tehama County and Butte County.

Segment Management

This segment's challenges relate to higher elevations with steep grades, and curvilinear alignment at the summit. Often harsh winter weather conditions require regular snow removal and ice management. Removal of STAA barriers may be desirable in the future.

Long-term considerations for this segment include: more frequent pull-outs that may be used when staging for emergencies, for disabled vehicles, or for turning around snow plows. Also additional snow storage areas could improve the safety of winter snow removal operations.

Possible ITS elements to consider for alerting travelers of severe weather at Morgan Summit: two Closed Circuit Television Systems (CCTVs) at PM 87.70 and 99.93, and a Remote Weather Information System at PM 87.79. While these elements would provide valuable information, terrain and lack of utilities will make implementation difficult. Other additional ITS elements to consider may include installation of RWIS and CCTV on SR 32 for northbound traffic approaching SR 36.

SR 36 Transportation Concept Report (TCR) Segment 12

Junction SR 89 N to Tehama/Plumas County Line (TEH 87.68 - 104.0/PLU 0.0)

Segment Projects/Potential Improvements

Sponsor	
Cost	
Program	
Year	
Location	
Туре	
Name	

Completed Projects

North Fork Deer Creek Bridge	Bridge Rehabilitation	PM 98.9	2006	SHOPP	\$3,060,000	Caltrans
Fire Mountain Curve Improvement	Safety	PM 99.6-99.9	2007	SHOPP	\$853,000	Caltrans
Curve improvement about 12 miles west of Chester	: miles west of Chester from 0.4 Mi	from 0.4 Miles west to SR 32.				

In-Progress

No capacity projects or significant operational projects are in progress.

Mill Creek Bridge Scour		PM 91.4	2012	AHOHS	\$1,200,000	Caltrans
Bridge scour mitigation.						
Additional Pullouts	Operational	PM 87.6-104.0	TBD	TBD	TBD	TBD
Install turnouts to allow passing of slower vehicles. F	Post	Mile locations TBD.				



General Information

Segment #: 13PLU36 Length Miles: 6.3 County: Plumas Route: 36

Location: TEH/PLU County Line to Jct. SR 89 South

PM Limits: 0.00 to 6.29

System Designations

Functional Classification: Minor Arterial

Other Classifications:

Volcanic Legacy Scenic Byway All American Road, and Blue Star Memorial Highway

Facility Concept

2C Present: Twenty-Year: 2C 2C Long Range:

Future Design Concept

50-60 mph Design Speed: 20 ft. Clear Recovery:

Lane Width: **Typical Section:** 12 ft. Shoulder Width: 8 ft.

Concept LOS: C/D

Allowed **Bicycle Status:**

Current Highway Information

2 Number of Lanes: 3 % Percent RVs:

Rolling Lane Width: Mostly 11 ft. Terrain:

Average Treated **Percent Trucks:**

11 % 0-8 ft., mostly under 1 ft. Shoulder:







Tra	ffic Volume F	Ranges and LO	os		Collisio	n Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	440 - 470	2350 - 2600	В	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	500 - 530	2800 - 3000	В	0.45	1.14	0.40	0.90
2030	600 - 650	3100 - 3400	С		MVM (Accidents per District 2, Office o		,
Caltrans District	2, Office System I	Planning and Traffic (Census	04/01/2004 throu		,	

SR 36 Transportation Concept Report (TCR)
Tehama/Plumas County Line to Jct. SR 89 South
(PLU PM 0.0-6.29)

Segment Description

This segment of SR 36 is from Tehama/Plumas County Line to Junction SR 89 South. SR 36 is shared with SR 89 in this segment.

County	Route	Post Mile
Lassen	36	0.0-6.29

Travel on this section of the route is a combination of local, regional, and recreational trips between the mountain communities and Red Bluff. SR 36 serves as a critical link for communities to access essential services and goods.

Traffic volumes range from 2350 -2600 with the higher volumes near the junction of SR 89. Truck volumes in this segment show an ADTT of 250.

This segment consists of a 2-lane paved highway with 11- to 12-foot lanes, and 1- to 8-foot treated shoulders, however paved shoulders are mostly under 1-foot.

This segment falls within the identified Tribal boundary of the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

Key issues include:

- West of Chester an informational sign is posted to inform westbound travelers that the next available fuel is 68 miles.
- Deer Creek Pass elevation 4,939 ft (PM 0.93). Harsh winter conditions are common in the higher elevations where heavy snows are difficult to manage during severe weather.
- Deer warning signs posted.
- Most of this segment has minimal treated shoulders (1foot).
- Chain control requirements common during winter snow storms.
- The first two and a half miles of this segment passes through the Lassen National Forest.
- The posted speed in this segment is 55 mph.

Segment Management

This segments challenges relate to high elevations with severe winter weather conditions and narrow shoulders for the majority of this section.

Future considerations for this segment may include: projects to widen shoulders to 8 ft. and adding turn outs that may be used when staging for emergencies, for disabled vehicles, or for turning around snow plows. Also additional snow storage areas could improve the safety of winter snow removal operations.

Management of this segment will focus on deployment of additional ITS elements to warn travelers of incidents and/or severe weather. A project is underway to install Closed Circuit Television (CCTV) at the junction of SR 89 South and HAR Flasher just west of Chester (EA 02-1E240). Also a second HAR Flasher will be installed in the next segment east of Chester.

Additional ITS elements may also be considered on SR 89 at two junctions (SR 36, and SR 147 near Canyon Dam). Near SR 36 would be two CMS. Near 147 would be RWIS, CCTV and HAR Flasher.

SR 36 Transportation Concept Report (TCR) Segment 13

Tehama/Plumas County Line to Junction SR 89 South (PLU PM 0.0 to PM 6.29)

Segment Projects/Potential Improvements

Sponsor	
Cost	
Program	
Year	
Location	
Type	
Name	

Completed Projects

Chester Shoulder Widening	Safety Improvements	PM R 3.6-R 3.8	2005	ЗНОРР	\$300,000	Caltrans
Widen paved shoulder.						
Cold Springs Curve Improvement	Safety Improvements	PM 1.2-1.6	2006	ЗНОРР	\$1,600,000	Caltrans
Vertical curve improvement a	Vertical curve improvement about 7.5 miles west of Chester.					
West Chester Pavement Rehabilitation	Pavement Rehabilitation	PM 4.0-6.5	2010	SHOPP	\$992,000	Caltrans
Rehabilitated pavement near Chester,	· Chester.					

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

No capacity projects or significant operational projects are identified.



General Information

County: Plumas Route: 36 Segment #: 14PLU36 Length Miles: 2.9

Location: Jct. SR 89 South to Melissa Avenue

PM Limits: 6.29 to 9.18

System Designations

Functional Classification: Minor Arterial

Other Classifications:

Terminal Access Route (STAA), Volcanic Legacy Scenic Byway All American Road, and Blue Star

Memorial Highway

Facility Concept

 Present:
 2C/4C (4C PM 8.17-8.84)

 Twenty-Year:
 2C/4C (4C PM 6.29-8.84)

Long Range: 4C

Future Design Concept

Design Speed: 30-70 mph **Clear Recovery:** 20 ft.

Typical Section: Lane Width: 12 ft.

Shoulder Width: 8 ft.

Concept LOS: C/D

Bicycle Status: Allowed

Current Highway Information

Number of Lanes: 2 with some passing Percent RVs: 2 %

Terrain: Level Lane Width: 11-12 ft.

Percent Trucks: 7 - 10 % Average Treated Shoulder: 1-8 ft.







Tra	ffic Volume F	Ranges and LC	os		Collisio	n Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	570 - 810	3500 - 5900	С	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	690 - 1100	3900 - 8100	С	0.59	1.40	0.40	0.98
2030	900 - 1400	4300 - 8900	D/C ¹	Rates are ACC/I	MVM (Accidents p	er Million Vehicle I	Miles)

¹ LOS D reflects existing 2-lane & 4-lane configuration, LOS C reflects expanding entire segment to 4-lane, with signals.

Caltrans District 2, Office System Planning and Traffic Census

Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009

SR 36 Transportation Concept Report (TCR) SR 89 South to Melissa Avenue (PLU PM 6.29-9.18)

Segment Description

This segment of SR 36 is from the junction of SR 89 South to Melissa Avenue in the community of Chester.

County	Route	Post Mile
Plumas	36	6.29-9.18

The majority of this segment passes through the community of Chester. The roadway transitions from 2-lane conventional highway to 4-lanes with parking in the center of town, between Glenwood Drive and the Feather River Bridge near Willow Way. The Feather River Bridge has 2-lanes, past the bridge SR 36 continues east as a 2 lane highway with a center turn lane in "Old Town."

Travel on this section of the route is a combination of local, regional, and recreational trips. SR 36 serves as a critical link for rural residents to access essential services and goods in Chester. Chester has a public airport, Rogers Field, which contributes to Chester's attractiveness as a regional tourism center and is also used by the U.S. Forest Service and State CAL FIRE operations. This section also has two schools, Chester Elementary and Chester Jr. SR. High School, Seneca Hospital, and the Chester Fire Protection District.

Traffic volumes range from 3500-5900 with the higher volumes near the Feather River Bridge. Truck volumes in this segment show an ADTT from 320-410.

Lane widths are 11- to 12- foot with exception of the Feather River Bridge which has two 10-foot lanes. In Chester paved shoulders are mostly 8-foot.

Traffic	Control Devices
Post Mile	Location
8.48	Flashing Beacon
	System

This segment falls within the identified Tribal boundary of the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

Key issues include:

- The 4-lane portion of the segment poses challenges for pedestrians crossing the roadway.
- On-street parking is common in front of Main Street buildings near the intersection of Willow Street and south. The parking areas are undefined which results in a mix of parallel and perpendicular parking and double parking. Inconsistent parking reduces the ability of regular commuters to anticipate car movements in and out of parking areas.
- Tourism in Chester is yearround with the highest traffic increases in summer. During the summer recreational travel increases; bringing higher traffic volumes, as well as, more bicycle and pedestrian activity in Chester.
- The route passes through two school zone areas: The first (PM 8.2-8.36) with a school crossing at Irwin Way, and second (PM 8.8-9.0) with a school crossing at First Avenue. Just west of the Feather River Bridge another pedestrian crossing is signed and delineated (near Aspen Street and Martin Way).

- There are no locations in Chester where the traffic is stopped to allow for pedestrians to cross.
- Community members have expressed concern about speed enforcement on the wider sections of the highway.
- There is no center turn which causes vehicles to stop in the travel lane to turn.
- Snow removal operations are prevalent during the winter months.
- The posted speed in this segment ranges between 30-55 mph.
- There are some drainage issues along Main Street where areas with relatively flat grade collect pools of storm water.

Segment Management

This segment's challenges relates to heavy recreational traffic, especially in summer, pedestrian and bicycle activity, and wintertime snow removal.

The twenty-year design concept for this segment is to expand it to a 4-lane with center turn lane from SR 89 South to the Feather River Bridge. Part of the reason for this expansion will be to better control the parking operations with delineation.

[Continues on next page.]

SR 36 TRANSPORTATION CONCEPT REPORT (TCR)

SR 89 South to Melissa Avenue PLU PM 6.29-9.18

Segment Management (continued)

The community of Chester is exploring a streetscape design to promote pedestrian and bicycle activity. The Chester Main Street Design Plan covers an approximate 3 mile section of SR 36 between Melissa Way and the Chester Airport Road. The design concept shows roadway cross sections for north of Myrtle Street and a different concept for south of Myrtle St. Both sections include sidewalks, parking and 6 ft. bike lanes. As part of the streetscape concept one of the focus areas for improvement would be pedestrian crosswalk enhancements. Coordination between the community and Caltrans will be required when any projects are proposed in Chester.

A project is underway to install a HAR Flasher on the east side of Chester in this segment (EA 02-1E240). The project will also install a second HAR and CCTV in the previous segment, near the junction of SR 89 South.

Consider measures to mitigate traffic speed when designing projects within Chester. The concept design speed range for this segment is 30-70 mph. The portion of SR 36 prior to entering the community of Chester just east of SR 89 is lightly developed. The design speeds on the higher end of the range for this 2-lane portion of highway are appropriate to consider. Design speeds in the lower end of the range would be more appropriate for portions of Chester where there is more extensive development along Main Street.

SR 36 Transportation Concept Report (TCR)

Segment 14

Jct. SR 89 to Chester/Melissa Avenue (LAS PM 6.29 - 9.18)

Segment Projects/Potential Improvements

Sponsor	
Cost	
Program	
Year	
Location	
Type	
Name	

Completed Projects

Almanor/Molinos Overlay	Maintenance	PM 7.9 – 8.8	2011	Maintenance	\$1,175,000	Caltrans
Grind and Replace Hot Mix A	Asphalt (HMA) Thin Blanket.					

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Chester Streetscape	Transportation Enhancements	PM 7.5-9.5	TBD	STIP	ТВО	Caltrans/Plumas County RTPA
Context Sensitive Solutions in Chester.	Chester.					
Expansion to 5-lanes (Chester 5-Lane)	Capacity/Operational	PM 6.28-8.84	ТВD	. ЗТІР	TBD	TBD
Expand to four-lanes, with two	Expand to four-lanes, with two-way-left-turn-lane and shoulders, from SR 89 South to the North Fork Feather River Bridge. Include drainage improvements	, from SR 89 South to th	ne North Fo	ork Feather River Bridge	. Include drainag	e improvements

through downtown Chester (curb, gutter, and sidewalks from Watson Road to Melissa Ave.) and a minimum of two traffic signals (location to be determined). Delineate parking areas, bike and pedestrian facilities.

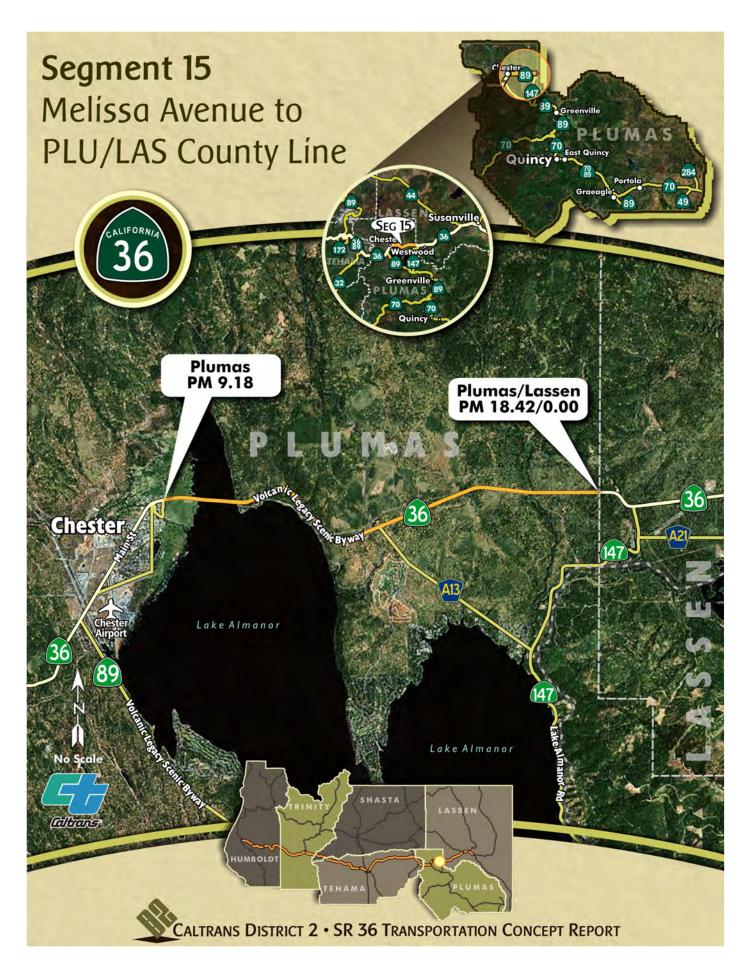
Caltrans

TBD TBD TBD TBD Pavement Rehabilitation Pavement rehabilitation in Chester. Chester Rehabilitation

Post 20-Year

Expansion of 2 lane section to 4-lanes	Capacity	PM TBD	TBD	TBD	TBD	TBD
Expand to 4 lanes in Old Town	wn.					

Thic	D 000	inton	tiono	11-,	lof4	hla	~1 ,	_
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General Information

County: Plumas Route: 36 Segment #: 15PLU36 Length Miles: 9.2

Location: Melissa Avenue to PLU/LAS County Line

PM Limits: 9.18 to 18.42/LAS-0.00

System Designations

Functional Classification: Minor Arterial

Other Classifications:

Terminal Access Route (STAA), Volcanic Legacy Scenic Byway All American Road, and Blue Star

Memorial Highway

Facility Concept

Present: 2C Twenty-Year: 2C

2C/4C Long Range:

Design Speed: 50-70 mph

Clear Recovery: 20 ft.

Lane Width: 12 ft. **Typical Section:**

Shoulder Width: 8 ft.

Future Design Concept

Concept LOS: C/D

Bicycle Status: Allowed

Current Highway Information

Number of Lanes: 2 with some passing Percent RVs: 2 - 3 %

11-12 ft. Level/Rolling Lane Width: Terrain:

Average Treated 8 - 14 %

0-8 ft. **Percent Trucks:** Shoulder:







Tra	ffic Volume F	Ranges and LC	s		Collisio	n Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	310 - 680	2300 - 5000	С	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	440 - 960	3350 - 6400	С	0.26	0.55	0.31	0.69
2030	600 - 1200	3800 - 6800	D/C ¹	Rates are ACC/N	MVM (Accidents p	er Million Vehicle I	Miles)
¹ LOS C reflects	addition of signal	at the junction of Co	ounty Road	Source: Caltrans	District 2, Office of	Traffic Safety, Col	lision Data

¹LOS C reflects addition of signal at the junction of County Road A13/SR 36.

04/01/2004 through 03/31/2009 Caltrans District 2, Office System Planning and Traffic Census

SR 36 Transportation Concept Report (TCR)

Melissa Avenue to Plumas/Lassen County Line (PLU PM 9.18-18.42/LAS 0.0)

Segment Description

This segment of the route (SR 36) runs from Melissa Avenue in Chester to the Plumas/Lassen County Line.

County	Route	Post Mile
Plumas	36	9.18-18.42

Travel on this section of the route is mostly local trips between the peninsula/County Road A-13 to Chester and regional trips often including seasonal recreational traffic. SR 36 serves as a critical link for communities to access essential services and goods in Chester.

Traffic volumes range from 2300-5000 with the highest volumes near Melissa Avenue in Chester. Truck volumes in this segment show an ADTT from 320-410.

This segment consists of a 2-lane paved highway with 11- 12-foot lanes with some passing, and 0- to 8-foot treated shoulders.

This segment falls within the identified Tribal boundary of the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

Key issues include:

- This segment provides access to the town of Chester, Lake Almanor peninsula, and the proposed Dyer Mountain Ski Resort.
- Signed as a rock slide area between PM 11 and 13.2.
- County Road A13 connects SR 36 to SR 147, which then connects to State Route 89 providing connection to southern Plumas County and access to Lassen County.
- Eastbound vehicles turning left into the snowmobile park at intersection A-13 back up on the the highway.
- Cautionary signs are posted near PM 10. 5 and 10.8 for both directions of travel to warn drivers of a major deer area the next 4 miles.
- Chain control requirements are common during winter snow storms.
- Chester is one of the Gateway communities for the Lassen Volcanic National Park (LVNP).
- A passing lane exists for eastbound traffic from PM 12.37 to 13.10.
- The posted speed in this segment is 55 mph.
- The Lake Almanor Roadside Rest Area is near PM 13.0, about 4.3 Miles east of Chester.

Segment Management

Future improvements are identified to modify the intersection with County Road A-13 and install a signal system. Widening of Bailey Bridge will be necessary. Maintain existing right of way for development of future interchange at County Road A13.

Consider a longer left turn pocket for vehicles accessing the snowmobile park at County Road A-13.

In the long term installation of a passing lane between PM 13.9-18.4 will improve operations.

A HAR Superstation with signs will be placed near County Road A-13 (R13.93) as part of the same project to install CCTV and HAR Flashers in the previous two segments (EA 02-1E240).

SR 36 Transportation Concept Report (TCR) Segment 15

Melissa Avenue to Plumas/Lassen County Line (LAS PM 9.18 – 18.42)

Segment Projects/Potential Improvements

Sponsor	
Cost	
Program	
Year	
Location	
Туре	
Name	

Completed Projects

Right Turn Lane and Lighting	Operational Improvements	PM 12.8	2006	ЗНОРР	\$197,000	Caltrans
Right Turn Lane and Lighting at Lake Almanor Safety	at Lake Almanor Safety Roadside	Roadside Rest Area.				
Thin Blanket Overlay and Digouts	Maintenance	PM R 14-18.4	2006	Maintenance	\$1,852,000	Caltrans
Thin blanket overlay and digo	Thin blanket overlay and digouts near Chester east of County Road A13 to the Lassen County Line.	oad A13 to the Lassen	County Lin	e.		
Lake Almanor Safety Roadside Rest Area	Safety Improvements	PM R12.3-R14.0	2009	Maintenance	1,288,000	Caltrans
Cold in-place recycle 0.8 mile	Cold in-place recycle 0.8 mile west to 1.2 miles east of Lake Almanor Safety Roadside Rest Area.	nanor Safety Roadside	Rest Area.			

In-Progress

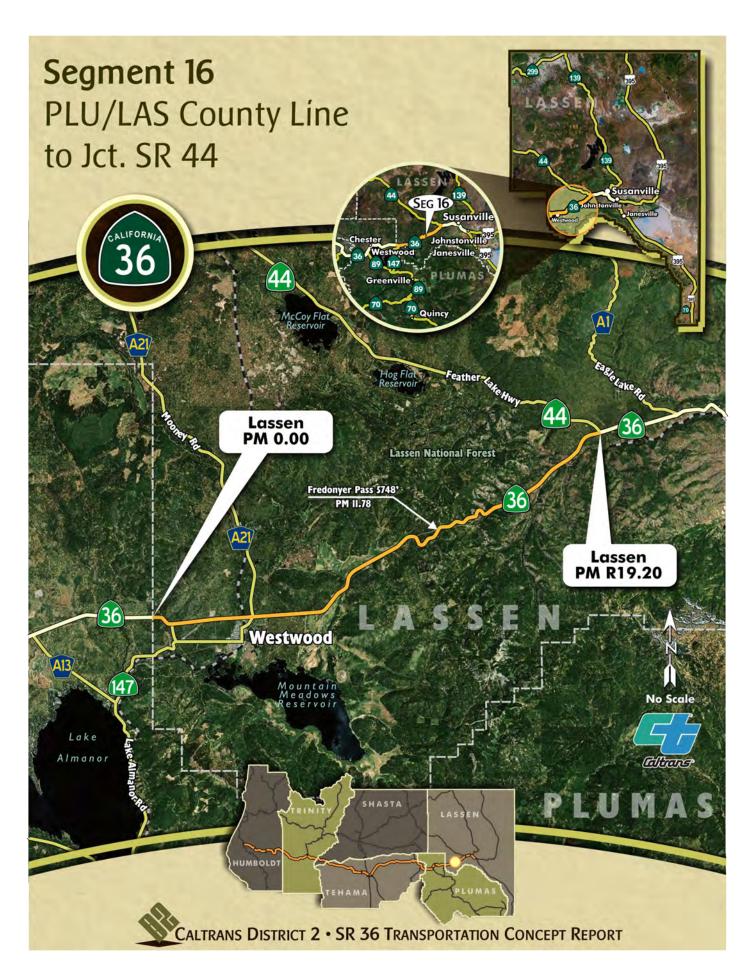
No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Chester Rehabilitation	Pavement Rehabilitation	TBD	TBD	TBD	TBD	Caltrans
Pavement rehabilitation in Chester.	iester.					
Signal Installation CR A13 Operational Improvem	Operational Improvement	PM 13.5-14.3	TBD	STIP	TBD	Plumas County RTPA/Caltrans
Signalize Jct SR 36/County Road A-13 and widen Bail	load A-13 and widen Bailey Creek Bridge.	Bridge.				
Install Intelligent Transportation System	Operational Improvements	PM R 13.9	TBD	SHOPP	\$658.000	Caltrans
Elements) 			
Install Super HAR, HAR Flasher element and CCTVs	her element and CCTVs					

Post 20-Year

Passing Lane	Operational Improvement	PM 13.9 to 18.4	3.4 TBD	TBD	TBD	TBD
Add eastbound passing lane, exact Post Mile limits TB	exact Post Mile limits TBD. This p	3D. This passing lane is identified as mitigation in the Lake Front Environmental Impact Report.	as mitigat	ion in the Lake Front Ei	nvironmental Impa	act Report.
Interchange at County Road A13	Operational Improvement	PM 13.5-14.3	TBD	TBD	TBD	TBD
Construct an interchange at County Road A-13, design	Sounty Road A-13, design TBD.					



General Information

Segment #: 16LAS36 County: Lassen Length Miles: 19.3 Route: 36

Location: PLU/LAS County Line to Jct. SR 44

PM Limits: 0.00 to R19.2

System Designations

Functional Classification: Minor Arterial

Other Classifications:

Terminal Access Route (STAA), Volcanic Legacy Scenic Byway All American Road, and Blue Star

Memorial Highway

Facility Concept

2C Present: Twenty-Year: 2C 2C Long Range:

Future Design Concept

40-60 mph Design Speed:

20 ft. Clear Recovery:

Lane Width: **Typical Section:** 12 ft. Shoulder Width: 8 ft.

Concept LOS: C/D

Allowed **Bicycle Status:**

Current Highway Information

Number of Lanes: 2 with some passing 2 - 4 % Percent RVs:

Rolling/Mountainous Lane Width: 11-12 ft. Terrain:

Average Treated Percent Trucks: 8 - 15 %

0-11 ft., mostly 4 ft. or under. Shoulder:







Tra	ffic Volume F	Ranges and LC	S		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	210 - 350	2200 - 2900	В	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	350 - 390	3000 - 3850	В	0.46	1.14	0.50	1.07
2030	500 - 800	3100 - 4400	С		MVM (Accidents per District 2, Office o		,
Caltrans District	2, Office System F	Planning and Traffic C	Census	04/0 1/200 4 throuุ			

SR 36 Transportation Concept Report (TCR)

Plumas/Lassen County Line to Jct. SR 44 (LAS 0.00-R19.2)

Segment Description

This segment of the corridor (SR 36) runs from the Plumas/Lassen County line, passes next to the community of Westwood, and continues to the junction with SR 44.

County	Route	Post Mile
Lassen	36	0.0-R19.20

Travel on this section of the corridor consists of local trips, regional trips (between Chester, Westwood and Susanville), recreational travel and longer interregional trips. SR 36 serves as a critical link for communities to access essential services and goods, in addition to recreational travel throughout the year, with summer showing the highest traffic volumes.

Traffic volumes range from 2200-2900 with the highest volumes near junction SR 44. Truck volumes in this segment show an ADTT from 245-390.

This segment consists of a 2-lane paved highway with 11- to 12-foot lanes, and 0- to 11-foot treated shoulders, with treated shoulders mostly 4-foot and under.

California Historical Landmark NO. 678 Lassen Emigrant Trail - PM 0.3, 2.5 miles west of Westwood. See Appendix B.



This segment falls within the identified Tribal boundary of the Greenville Rancheria, the Susanville Indian Rancheria, and the Honey Lake Maidu.

Segment Issues

Key issues include:

- Fredonyer Pass (PM 11.78)
 elevation 5,748 ft. Harsh winter
 conditions are common in the
 higher elevations where heavy
 snows are difficult to manage
 during severe weather.
- 6% downhill grade for 2 miles (PMs 11.8-9.8) for westbound traffic and a 6 % downhill grade for 3 miles (PM 11.8-14.8) for eastbound traffic. An additional 6% downhill grade for westbound traffic (PM 14.8-17.6).
- Several curves near Fredonyer summit between PMs 11.5 and 14.5 have 40 mph advisory signs.
- Chain control requirements common during winter snow storms.
- Icy signs posted at PM 10.46, 11.38, 13.33, and 14.37.
- Area has cautionary signs informing drivers of deer and cattle.
- County Road A21/Pittville Road (PM 3.71) connects to Westwood as Mooney Road on the south side of SR 36, and to the north it connects to SR 44 and the north western part of Lassen County.
- Provides access to the west to the town of Chester, Lake Almanor, and the proposed Dyer Mountain Ski Resort.
- The posted speed in this segment ranges between 45-55 mph. The lowest speed is near County Road A21.
- There is an at-grade railroad crossing in Westwood (PM 3.38).
 This rail is non-operational.
- A portion of this segment passes through the Lassen National Forest near Fredonyer summit.

- There are passing lanes for eastbound traffic from PM 10.41 to PM 12.10, and PM 17.66 to PM 18.72. There is a passing lane for westbound traffic from PM 11.59 to PM 14.3.
- Lassen County Transit Agency has expressed interest in developing a transit stop in the vicinity of Coppervale Ski Area (PMs 9.24 -PM 9.31).

Segment Management

This segment's challenges relate to extreme winter conditions due to higher elevations, steep grades, and curvelinear alignments.

Consider adding a climbing lane past Westwood for eastbound traffic travelling toward Susanville to allow vehicles to pass slower moving traffic. Another location to consider a passing opportunity is east of Fredonyer Summit for the down- hill traffic heading toward Susanville.

Management of this segment includes providing information to aid drivers in making their travel decisions especially to warn travelers of severe weather. ITS elements are deployed on both sides of Fredonyer Summit to provide summit road conditions. Extinguishable Message Signs (EMS) at PMs 10.45, 11.37, 13.32 and 14.35, and Roadside Weather Information Systems (RWIS) at PM 11.89 and 13.74. There is also a Closed Circuit Television (CCTV) at 11.89 that can be viewed on the internet for pre-trip planning.

SR 36 Transportation Concept Report (TCR) Segment 16 Plumas/Lassen County Line to Jct. SR 44 (LAS 36 PM 0.0 - R 19.2)

Segment Projects/Improvements

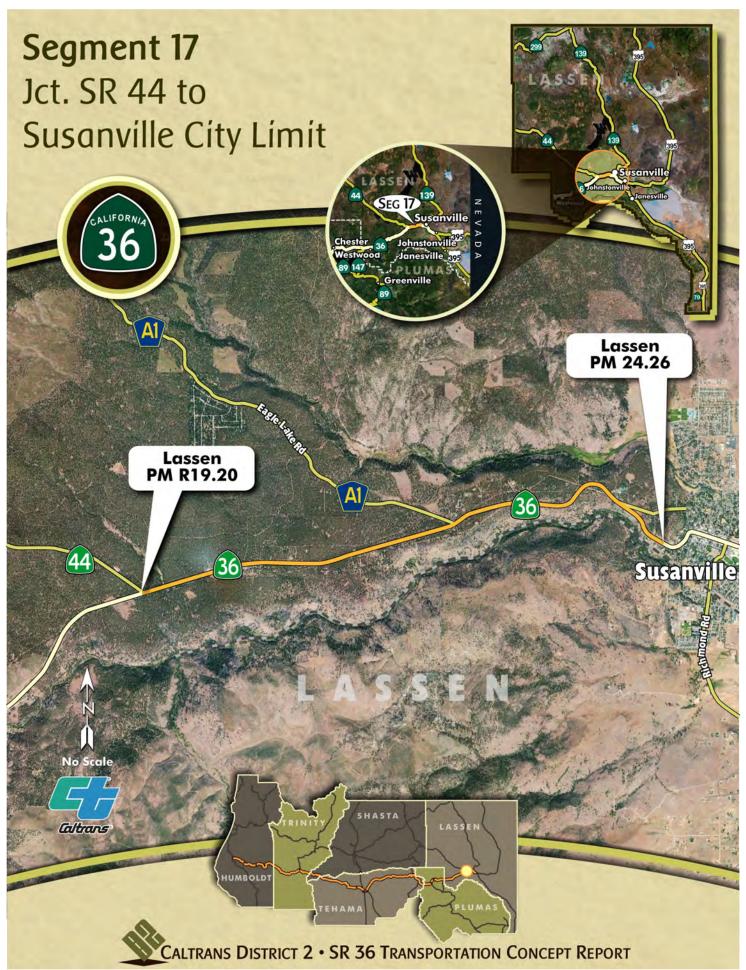
Sponsor		Coltrane
Cost		COC 929
Program		aaUns uuuc
Year		0000
Location		DM 10.2
Туре		Cafaty Improvements
Name	Completed	Fradomier Ice Detection

Completed						
Fredonyer Ice Detection	Safety Improvements	PM 10.2	2000	SHOPP	\$858,000	Caltrans
Install ice detection and signing.	ing.					
Westwood Culverts	Drainage System Restoration	PM 4.3-8.6	2009	SHOPP	\$604,000	Caltrans
Replace culverts near Westwood - phase A	vood - phase A					
Westwood Culverts	Drainage System Restoration	PM 6.7-10.4	2010	ЗНОРР	\$769,000	Caltrans
Replace culverts near Westwood - phase B	vood - phase B					
Susan River Bridge CAPM	Maintenance	PM 17.5-19.1	2010	ЗНОРР	\$937,200	Caltrans
Hot Mix Asphalt Overlay with	Hot Mix Asphalt Overlay with digouts about 5 miles west of Susanville from 0.1 mile east of Susan River Bridge to 36/44 separation	sanville from 0.1 mile eas	st of Susar	River Bridge to 36/44	separation	

In-Progress

No capacity projects or significant operational projects in progress.

Lower Fredonyer Pavement Rehabilitation	Pavement Preservation	PM 6.1-14.3	TBD	SHOPP	\$6,600,000	Caltrans
Roadway rehabilitation and install rock fall protection	nstall rock fall protection east of Westwood.	estwood.				
Roadway Rehabilitation	Pavement Preservation	PM 6.0-15.0	TBD	TBD	TBD	TBD
Rehabilitate roadway.						



General Information

County: Lassen Route: 36 Segment #: 17LAS36 Length Miles: 4.8

Location: Jct. SR 44 to Susanville City Limits PM Limits: R19.2 to 24.26

System Designations

Functional Classification: Principal Arterial

Other Classifications:

National Highway System (NHS), Interregional Road System (IRRS), High Emphasis Route, Interregional Transportation Strategic Plan (ITSP) Focus Route, Freeway/Expressway System, Terminal Access Route (STAA), and Blue Star

Memorial Highway

Facility Concept

Present: 2C Twenty-Year: 2C Long Range: 2C

40-60 mph Design Speed:

20 ft. **Clear Recovery:**

Lane Width: 12 ft. **Typical Section:**

Shoulder Width: 8 ft.

Future Design Concept

C/D Concept LOS:

Bicycle Status: Allowed

Current Highway Information

Number of Lanes: 2 with some passing Percent RVs: 2 %

Terrain: Rolling Lane Width: 12 ft.

Average Treated 3-4 ft. Percent Trucks: 10 - 13 % Shoulder:







Tra	ffic Volume F	Ranges and LC	os		Collisio	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment		e Average way Type
2010	550 - 760	4200 - 5700	В	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	670 - 940	4900 - 7200	С	0.26	0.86	0.42	0.96
2030	900 - 1300	5500 - 8500	С			er Million Vehicle I	•
Caltrans District	2. Office System F	Planning and Traffic (Census	04/01/2004 throu	ugh 03/31/2009	•	

SR 36 Transportation Concept Report (TCR)

Jct. State Route 44 to Susanville City Limit

(LAS PM P 19 20 / 24 26)

(LAS PM R 19.20 / 24.26)

Segment Description

This segment of the corridor (SR 36) runs from the junction of SR 44/SR 36 to Susanville City Limit.

County	Route	Post Mile
Lassen	36	R19.20-24.26

This segment and the next two segments (18 and 19) are part of the 299/44/36/395 Focus Route corridor between Arcata and Reno. This Focus Route is the most significant east west rural corridor in the north state connecting the Pacific Coast in the west to the state of Nevada to the east.

Travel on this section of SR 36 consists of recreational travel, local trips, regional trips including travel between the Central Valley and Susanville, and longer interregional trips including travelers and trucking from Reno Nevada. SR 36 serves as a critical link for communities to access essential services and goods, in addition to recreational travel throughout the year.

Traffic volumes range from 4200-5700 with traffic volumes increasing as the route approaches Susanville. Truck volumes in this segment show an ADTT from 540-560. Trucking consists of hauling building materials, agricultural goods and other products.

This segment west of Susanville consists of a 2-lane paved highway with 12-foot lanes and some passing, with 3- to 4-foot treated shoulders. Just west of Susanville between Eagle Lake Road and Quarry Street, two westbound lanes are in place to accommodate traffic traveling the uphill grade and a single eastbound lane enters Susanville's west side. This area has 8-foot treated shoulders and bike lanes.

This segment falls within the identified Tribal boundary of the Greenville Rancheria, the Susanville Indian Rancheria, and the Honey Lake Maidu.

Segment Issues

The primary issue in this portion of roadway (referred to locally as "Town Hill") is the 6 % downhill grade with a sharp curve at the base of the hill at the entrance to the west end of the City of Susanville (PM 22.5 to PM 24.5). Town Hill has been a high profile concern for the community. Even though "Town Hill" grade begins before Susanville, it has traffic impacts as SR 36 passes into the next segment through the Historic Uptown area of Susanville. Therefore, the entire discussion for "Town Hill" is provided in this segment. Future improvements to address issues at Town Hill occur in this segment, and in the City of Susanville which is in the next segment.



- The "Town Hill" 6 % grade and the single eastbound downhill lane contributes to issues for movement of pedestrians, bicycles, trucks and recreational vehicles.
- As major improvements are made to Surface Transportation Assistance Act routes in the future, truck volumes may increase through Susanville.
- Chain control requirements are common during winter snow storms.

Segment Management

In response to the many issues created by the steep grade of "Town Hill", an advisory committee was formed. The Highway 36 Town Hill Safety Task Force reviews concerns and makes recommendations to the Lassen County Transportation Commission (LCTC). Caltrans, in cooperation with the LCTC, accomplished a series of improvements that include: a median barrier near the uptown theater, added Westbound shoulder to accommodate a bicvcle lane, reconfigured intersection at Prattville Road, sign upgrades, added radar speed signs. Special California Highway Patrol enforcement efforts have also been taken to reduce speed and improve truck safety. As further improvement efforts are pursued for this location, consider the recommendations made in the Highway 36 Town Hill- Safety Task Force Final Report (October 13, 2004). One of the Task force recommendations includes the possibility of building a truck weigh /inspection station near PM 22.5 to stop eastbound trucks prior to entering into Susanville.

Existing Intelligent Transportation System Elements: Closed Circuit Television (CCTV) is at the junction of SR 44/SR 36 (PM R19.20), and at west Susanville near Harris Drive (PM 24.04). A Highway Advisory Radio (HAR) flasher sign at PM 23.80 and radar feedback curve warning on the Town Hill grade.

Future management of this segment will also focus on deployment of additional ITS elements for pre-trip or en route planning. Install a Changeable Message Sign (CMS) at PM 21.0 and HAR at PM 22.0 near the junction of SR 44/SR 36.

SR 36 Transportation Concept Report (TCR) Segment 17

Jct. SR 44 to Susanville City Limit (LAS 36 PM R19.20 - 24.26)

Segment Projects/Improvements

Sponsor
Cost
Program
Year
Location
Type
Name

Completed

Townhill Median Barrier	Highway Maintenance	PM 24.3-24.7	2009	SHOPP	\$89,000	Caltrans
Installed median barrier.						
Townhill Widening	Operational Improvement	PM 22.4-R23.64	2009	STIP	\$4,335,000	Lassen County RTPA / Caltrans
Add westbound shoulder to accommodate a bicycle lan	accommodate a bicycle lane and re	ne and reconfigure the Prattville Road/SR 36 connection. Cost reflects entire project between PMs	Road/SR 36 col	nnection. Cost re	flects entire projec	t between PMs

altrans 22.4-24.4.

Repair	eal	Maintenance	LAS 22.34-24.4	2010	SHOPP	\$275,000	Ca
Chip seal in and ne	ear Susanvil	lle from 2.1 miles west of Quarry Street to Quarry St	Street to Quarry Street.				

In-Progress

No capacity projects or significant operational projects are in progress.

Town Hill	TBD	TBD	TBD	TBD		TBD	TBD	
Additional enhancements in the "Town Hill" area.	he "Town Hill" area.	Improvements that may be considered include those identified in the Highway 36 Town Hill – Safety Task	ed include tho	se identified in t	the High	ıway 36 Town Hil	II – Safety Task	V
Force Final Report (October 13, 2004)	13, 2004)							



General Information

County: Lassen Route: 36 Segment #: 18LAS36 Length Miles: 4.2

Location: Susanville City Limits to County Road A2/

PM Limits: 24.26 to R26.22 Johnstonville Rd.

System Designations

Functional Classification: Principal Arterial

Other Classifications:

National Highway System (NHS), Interregional Road System (IRRS), High Emphasis Route, Interregional Transportation Strategic Plan (ITSP) Focus Route, Freeway/Expressway System, Terminal Access Route (STAA), and Blue Star

Memorial Highway

Facility Concept 4C Present:

Twenty-Year: 4C 4C Long Range:

Future Design Concept

30-40 mph Design Speed:

Clear Recovery: 20 ft.

Lane Width: 12 ft. **Typical Section:**

Shoulder Width: 8 ft.

C/D Concept LOS:

Bicycle Status: Allowed

Current Highway Information

4 1 % Number of Lanes: Percent RVs:

Terrain: Rolling/Level Lane Width: 12 ft.

Average Treated Percent Trucks: 4 %

0-8 ft., mostly 8 ft. Shoulder:







Tra	ffic Volume F	Ranges and LC	os		Collision	n Rates	
Year	Peak Hour	Average Daily Traffic	LOS		ision Rates gment	Statewide for Highw	
2010	1650 - 1900	13000 - 20000	D	Fatal + Injury Collision	Total Collision	Fatal+ Injury Collision	Total Collision
2020	1750 - 2100	14900 - 28000	E/D ¹	0.64	3.81	1.19	3.22
2030	2000 - 2400	16500 - 34500	E/C ²	0.64	3.81	1.19	3.22

¹LOS D reflects completion of Skyline and Skyline Extension projects.

Caltrans District 2, Office System Planning and Traffic Census

Rates are ACC/MVM (Accidents per Million Vehicle Miles) Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009

²LOS C reflects completion of Skyline and Skyline Extension projects and relief route.

SR 36 Transportation Concept Report (TCR)

Susanville City Limit to County Road A2 – Johnstonville Road (LAS PM 24.26 / R26.22)

Segment Description

This segment is in the City of Susanville, Lassen County.

County	Route	Post Mile
Lassen	36	24.26-R26.22

This segment is part of the 299/44/36/395 Focus Route Corridor between Arcata to Reno as are segments 17 and 19. Focus Route is described in segment 17.

SR 36 is designated as Main Street in Susanville and serves as the main transportation artery for the City. Travel on this section of the route is predominantly local and regional, with some longer interregional trips. The majority of retail, schools and other commercial businesses in Susanville are located along SR 36. The route also provides for recreational travel throughout the year, with summer showing the highest traffic volumes.

Traffic volumes range from 13000-20000 with the highest volumes between the junction of SR 139 and Riverside Drive. Truck volumes in this segment show an ADTT from 700-840.

	Traffic Signals
Post Mile	Intersection
24.86	Weatherlow St.
25.01	Pedestrian crosswalk signal at High School
25.16	Grand/Foss St.
25.28	Alexander
25.36	SR 139 N
25.76	Fairfield
R26.22	Johnstonville Rd

This segment is a 4-lane paved highway in the Historic Uptown portion of the City of Susanville, with two 12-ft. lanes in each direction, intermittent left turn lanes, mostly 8-foot paved shoulders, parallel parking on both sides, and sidewalks.

This segment falls within the identified Tribal boundary of the Greenville Rancheria, the Susanville Indian Rancheria, and the Honey Lake Maidu.

Segment Issues

Key issues include:

- Congestion occurs during peak hours and in the summer as a result of local and recreational traffic.
- SR 139 (Ash Street) intersects this segment at PM 25.356. A 2-lane highway, which begins in Susanville. It is the primary access to Lassen College, Banner Lassen Medical Center, and Eagle Lake.
- The posted speed in this segment ranges between 25-50 mph. The lowest speed is posted as 25 mph in front of Lassen Union High School between PMs 24.93-25.06.
- SR 36 passes through the Historic Uptown business district in Susanville.
 Community members have expressed desire for pedestrian crosswalk enhancements for this area.
- There is a major retail center at the east end of the segment between Riverside Drive and the Lassen County Fair Grounds.

- Susanville is one of the Gateway communities for the Lassen Volcanic National Park (LVNP).
- Limited Local Road alternatives to SR 36.
- Additional right of way is not available to add lanes.

Segment Management

Because local road alternatives to SR 36 are limited, and right of way is not available for additional lanes, the City of Susanville and Lassen County are emphasizing improvement and/or construction of additional parallel local routes such as Skyline Road which parallels SR 36 in the northern portion of Susanville. The second phase, Skyline extension project, will connect Skyline Road to Johnstonville Road before it rejoins with SR 36 north of its junction with US 395. The Skyline corridor, will allow traffic to access SR 36 and US 395 at several locations along Skyline Road. This parallel local road will serve as an additional alternative to SR 36. It is estimated that traffic volumes on SR 36 will be reduce by several thousand vehicles.

Caltrans, the Lassen County
Transportation Commission, and City
of Susanville have had some
preliminary discussions about a
potential traffic relief route. A relief
route would improve operations by
allowing some traffic to utilize an
alternate route to SR 36 through
Susanville. Discussions regarding
the Susanville Relief Route Study are
ongoing.

[Continues on next page.]

Segment 18 (Continued)

SR 36 Transportation Concept Report (TCR)

Prattville Road to County Road A2 – Johnstonville Road (LAS PM 23.64 / R26.22)

Segment Management (continued)

Community members and City Staff have expressed interest in developing a common vision for Main Street (SR 36) in Susanville. District 2 will work with local agencies and the community as they explore community enhancement options. They have identified four emphasis areas:

- Town Hill Gateway into the community from Town Hill to Weatherlow Street, concepts here would address features such as community entrance signage, pedestrian crossing enhancements, and lighting improvements.
- South East Gateway into the community would include concepts for entrance signs, landscaping, and pedestrian enhancements.
- 3. Develop a uniform design theme for mid-block sections between Uptown and South Gateway.
- 4. City to obtain an encroach permit from Caltrans to simplify the process for business owners to install features such as benches, and planter boxes in designated locations on sidewalks between Weatherlow Street and Pine Street.

SR 36 Transportation Concept Report (TCR)

Susanville City Limit to County Road A27/Johnstonville Road (LAS 36 PM 24.26 - R 26.22) Segment 18

Segment Projects/Improvements

Name	Туре	Location	Year	Program	Cost	Sponsor
Completed						
Weatherlow Signals	Operational Improvements	PM 24.6 - 25.1	2004	SHOPP	\$400,000	Caltrans
Replace traffic signals and rehabilitate roadway.	nabilitate roadway.					
Susanville Drainage	Roadway Protective Betterments	PM 24.7 - 26.2	2006	SHOPP	\$740,000	Caltrans
Drainage and sidewalk improvement.	vement.					
Susanville AC Overlay	Roadway Preservation	PM 26.0 - 29.4	2006	SHOPP	\$2,678,000	Caltrans
Resurface Asphalt Concrete (CAPM) from Quarry St.	(CAPM) from Quarry St. to US 395	to US 395. Cost reflects entire project between PMs 24.4-29.4.	oject betw	een PMs 24.4-29.4.		
CAPM LAS 36 & US 395	Pavement Rehabilitation	PM 29.1 – 29.35	2006	SHOPP	\$5,300,000	Caltrans
Rehabilitate / replace asphalt concrete. Cost reflects	concrete. Cost reflects entire proje	entire project on both SR 36 and US 395.	JS 395.			
Skyline East	New Local Road	Susanville	8002	STIP (RIP)	\$8,124,000	Lassen County, Susanville
a:		OO are afficient of all and	ט היים טני	707 00 10 10 100 100 100 100 100 100 100	al to alena land	Lead all material

Constructed new roadway in north Susanville parallel to SR 36 to alleviate traffic on SR 36 and SR 139. Begins at SR 139 and ends at Johnstonville Road. **Caltrans** Upgrade traffic signal and install lighting at the intersection of Ash Street and Main Street. This project will bring pedestrian facilities up to current ADA This project allows an alternate route to local traffic within Susanville, as well as access to Lassen Community College, and recreational activities. \$273,000 SHOPP 2010 LAS 25.4 **Operational Improvement** Traffic Signal Upgrade – **Ash Street**

standards. The crosswalk on the east side of the intersection will be eliminated as an effort to eliminate pedestrian conflicts with vehicles turning left from Ash Street onto eastbound Main Street.

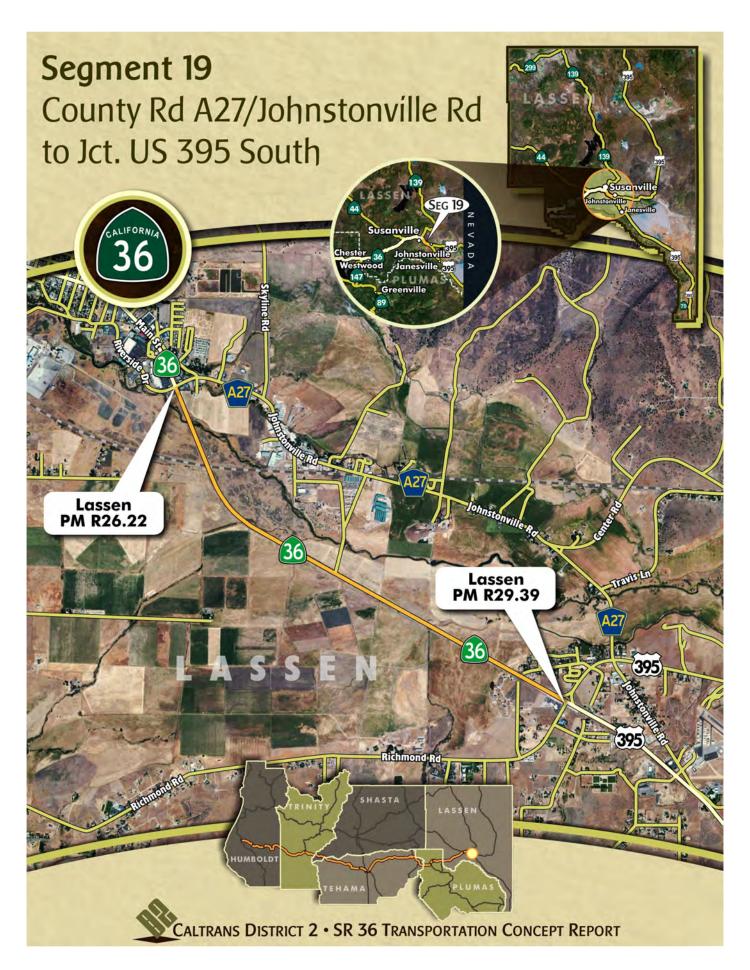
In-Progress

Skyline Extension	New Local Road	Susanville	2012/2013	STIP (RIP)	\$3,948,000	Lassen County, Susanville
Link Skyline Road East (at Johnstonville Road) to SR	ohnstonville Road) to SR 36.					

Future 20-Year

Susanville Relief Route	Planning Study	New Local Road	1BD	ТВD	TBD	Lassen County, Susanville, Catrans
Planning study undertaken jointly to evaluate potential	vintly to evaluate potential parallel re	parallel routes to SR 36 in the vicinity of Susanville.	cinity of Su	sanville.		
ITS Elements	Transportation Management	Jement PM 21.0-22.0	TBD TBD	TBD	TBD	TBD
Install CMS and HAR near the Junction of SR 44/SR 36	le Junction of SR 44/SR 36.					

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General Information

Segment #: 19LAS36 Length Miles: 3.2 County: Lassen Route: 36

Location: County Road A2/Johnstonville Road to Jct. US 395

PM Limits: R26.22 to R29.39 South

System Designations

Functional Classification: Principal Arterial

Other Classifications:

National Highway System (NHS), Interregional Road System (IRRS), High Emphasis Route, Interregional Transportation Strategic Plan (ITSP) Focus Route, Freeway/Expressway System, Terminal Access Route (STAA), and Blue Star Memorial Highway

Facility Concept

2C/E Present: Twenty-Year: 4C/E Long Range: 4C/E

Future Design Concept

55-70 mph **Design Speed:** 20-30 ft. Clear Recovery:

Lane Width: 12 ft. **Typical Section:** Shoulder Width: 8 ft.

C/D Concept LOS:

Bicycle Status: Allowed

Current Highway Information

2 **Number of Lanes: Percent RVs:** 1 %

Level Lane Width: 12 ft. Terrain:

Average Treated 8 ft. **Percent Trucks:** 8 %

Shoulder:







Tra	ffic Volume I	Ranges and LO	os		Collisi	on Rates	
Year	Peak Hour	Average Daily Traffic	LOS	Actual Coll on Se	ision Rates gment		le Average way Type
2010	1650 - 1900	10000-10500	D	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	1750 - 2100	13600-14200	E/C ¹				
2030	2000 - 2400	16600-17300	E/C ¹	0.14	0.74	0.26	0.61

¹LOS C reflects expanding to 4 lanes. Caltrans District 2, Office System Planning and Traffic Census

Rates are ACC/MVM (Accidents per Million Vehicle Miles) Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009

SR 36 Transportation Concept Report (TCR)

County Road A27/Johnstonville Road to Jct. US 395 South (LAS PM R 26.22 / R29.39)

Segment Description

This segment is in the City of Susanville.

County	Route	Post Mile
Lassen	36	R26.22-R29.39

This segment is part of the 299/44/36/395 Focus Route corridor between Arcata to Reno as are segments 17 and 18. Focus Route is described in segment 17.

Travel on this section of the route is predominantly local and regional, with some longer interregional trips. SR 36 serves as a critical link for communities to access essential services and goods; in addition to recreational travel throughout the year, with summer showing the highest traffic volumes.

Traffic volumes range from 10,000-10,500 with the highest volumes at the west end of the segment near the city of Susanville. Truck volumes in this segment show an Average Daily Truck Traffic (ADTT) of 850.

Currently, the segment consists of a 2lane paved highway with two 12-foot lanes in each direction, 8-foot treated shoulders. The highway segment has some areas with access control and contains several signalized intersections with crosswalks.

Tı	raffic Signals
Post Mile	Intersection
26.52	East Riverside Dr.
29.39	Jct. SR 36/US 395

This segment falls within the identified Tribal boundary of the Greenville Rancheria, the Susanville Indian Rancheria, and the Honey Lake Maidu.

Segment Issues

Key issues include:

- Johnstonville Road (County Road A27) is an alternate route to this segment. This county road is used by regional and local traffic to access Johnstonville, Johnstonville Elementary School, and residential areas. This helps to improve operations and safety along the segment by reducing usage of SR 36 and US 395 by local traffic.
- Johnstonville Road CR A27
 may also be used as a detour
 to SR 36. It intersects with
 US 395 in the community of
 Johnstonville, just north of the
 junction of SR 36/US 395.
- Residential development is increasing in this area.
- SR 36 connects to the Bizz
 Johnson Trail at PM R26.98.
 This trail is a 30 mile long
 converted rail route between
 Susanville and Westwood that
 attracts mountain bikers,
 hikers, cross country skiers
 and fly fishing enthusiasts.
- The posted speed in this segment ranges between 45-55 mph.
- The Lassen Rural Bus System provides service within the city limits of Susanville and fixed route services to the communities of Westwood, Herlong (traveling through Standish and Litchfield), and Doyle. Mount Lassen Motor Transit is a commercial provider that also provides service along the US 395 corridor.

Segment Management

Future improvements necessary to maintain concept LOS will include expanding the existing 2-lane section in this segment to 4-lanes (between PM R 26.22 to R29.40) including maintaining existing locations with access control.

Possible modification of the atgrade intersection of SR 36/US 395 will also be considered.

ITS elements are deployed at both ends of this segment, providing information to motorists. This includes two CCTVs; one on the east side of Susanville near Riverside Drive (PM R 26.49) and a second at the junction of SR 36/US 395 (on US 395 PM R61.1). Other elements that relay travel information for both SR 36 and SR 395 are on US 395 near the junction of SR 36; these include a HAR Flasher at Diane Drive (PM R 60.03), HAR (PM R 60.06), and CMS (PM R 60.9).

Consider developing a designated Park and Ride near the junction of SR 36 and US 395 for commuting vehicles, vanpool, carpool and transit use.

County Road A27/Johnstonville Road to Jct. US 395 South (LAS 36 PM R 26.22 - R29.39) SR 36 Transportation Concept Report (TCR) Segment 19

Segment Projects/Improvements

Completed	Name	l ype	Location	ıeai	riogram	lsoo.	Sportsor
	Completed						

Caltrans

\$2,678,000

SHOPP

Susanville AC Overlay | Roadway Preservation | LAS R 26.22 - 29.4 | 2006 | SHOPP | \$2,6 Resurface Asphalt Concrete (CAPM) from Quarry St. to US 395. Project extends into segment 18, cost reflects entire project.

In-Progress

No capacity projects or significant operational projects are in progress.

TBD	
TBD	
TBD	san River Bridge.
TBD	eplace Sus
LAS R26.22/R29.4	unction of US 395 and r
Capacity	A 27, Johnstonville Road, to the ji
Susanville 4-lane	Four lanes from County Road